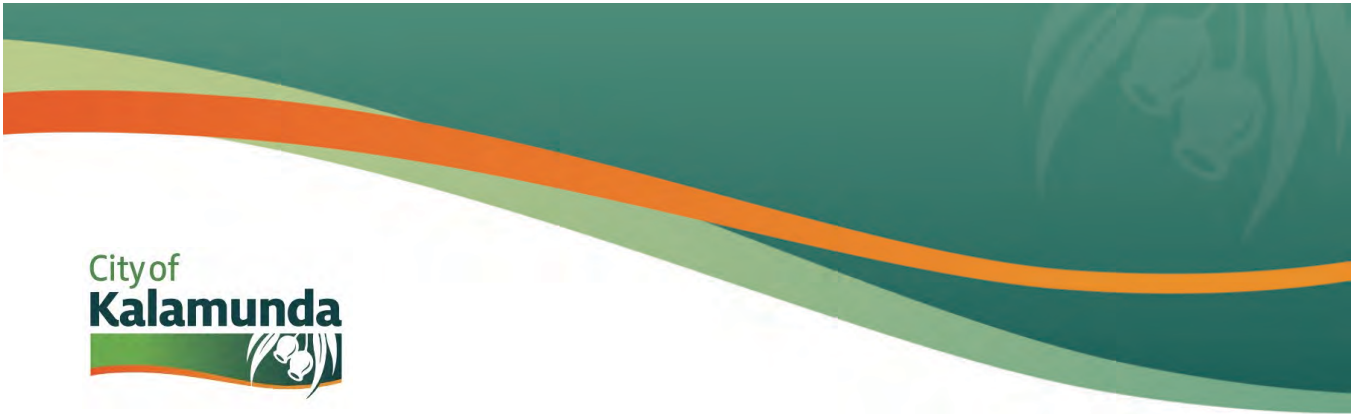


# City of Kalamunda

## CENTRAL MALL UPGRADE

Community Engagement Report





# CENTRAL MALL UPGRADE

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## Community Engagement Report

The Central Mall Project marks the start of the 10-year vision for the Kalamunda Town Centre coming to life.

The vision of the Kalamunda Activity Centre Plan, is for Central Mall to become the heart of Kalamunda's night-time economy, delivering an intimate and vibrant urban experience that supports both day and night-time activities.

### Background

In 2018, the City of Kalamunda undertook preliminary community and stakeholder engagement to understand the community's 10-year vision for the Kalamunda Town Centre. Through a range of workshops, surveys and conversations, the City engaged with Kalamunda businesses and residents. Their ideas and comments were incorporated into the draft Kalamunda Activity Centre Plan, which was released for public comment in June 2019.

Following the public advertising period, the plan was finalised and endorsed by Council at the 24 March 2020 Ordinary Council Meeting and lodged with the Western Australian Planning Commission. On 30 June 2020 Council adopted the 2020/2021 Budget, which includes a \$2.4 million commitment for upgrades to the Kalamunda Town Centre, commencing with the upgrade of Central Mall.

### About the Project

The vision of the Kalamunda Activity Centre Plan, is for Central Mall to become the heart of Kalamunda's night-time economy, delivering an intimate and vibrant urban experience that supports both day and night-time activities in the centre.

Central Mall will become a precinct with a food and beverage focus and act as a counterpoint to the more traditional and heritage spaces of the Kalamunda town centre.

The City has engaged an experienced team of landscape architects, space planners and engineers led by PLACE Laboratory to undertake the Detailed Design and Tender Documentation for the Central Mall upgrade in the Kalamunda Town Centre. PLACE Laboratory will deliver this over two phases:

Phase 1: Concept – produce a finalised concept plan for Central Mall and undertake community consultation.

Phase 2: Detail Design – finalise specifications and constructability for works to be undertaken, based on the finalised concept plan, which will also be advertised for public comment.

### Consultation

Consultation ran from 5 October – 13 November 2020 and was supported by an integrated marketing campaign; published on the City's online engagement platform, the City's website where it received 137 impressions, promoted via the City's social media channels, and workshopped in person with focus groups across 3 separate City locations. Additionally, the City ran advertisements in the local newspaper The ECHO and installed static displays in Kalamunda Central shopping centre. Copies of the survey were distributed in hard copy form to all City locations.



## Summary of Results

### Survey Key Findings

The survey received 108 responses over the duration of the engagement.

- 84% were either Very Satisfied or Satisfied with the increased planting and tree canopy
- 73% were either Very Satisfied or Satisfied with the opportunities for social gathering
- 63% were either Very Satisfied or Satisfied that the draft Concept plan complimented the character and identity of Kalamunda, while 24% were unsure
- 51% were either Very Dissatisfied or Dissatisfied that the draft Concept plan would improve safety, while 27% were unsure
- 66% were either Very Satisfied or Satisfied that the draft Concept plan would support existing community events and enable a variety of additional activities, while 19% were unsure
- 73% were either Very Dissatisfied or Dissatisfied that the draft Concept plan was pedestrian focused while allowing vehicle access
- 59% were either Very Satisfied or Satisfied that the draft Concept plan would create an improved welcoming atmosphere
- 54% were either Very Satisfied or Satisfied that the draft Concept plan would encourage use throughout the year and at different times of the day/night, while 33% were unsure
- 46% were either Very Satisfied or Satisfied it would attract a diverse range of visitors, while 42% were Unsure
- 47% were Unsure that the draft Concept plan would tell unique stories in creative ways to celebrate the place, while 40% either Satisfied or Very Satisfied
- 58% were either Very Satisfied or Satisfied that the draft Concept plan would support local business activity, while 26% were Unsure
- 67% of responders were female
- 34% of responders were from Kalamunda
- 33% of responders were in the 65+ age bracket followed by, 25% 46-55yrs, 18% 36-45yrs, 16% 56-65yrs, 8% 26-35yrs; and 2% 16-25yrs
- 27% of responders were Very Dissatisfied with the draft Concept Plan, followed by 24% who were Satisfied, and 23% who were Dissatisfied. *\*Unfortunately, information for Very Satisfied was impacted as the label to capture this information appeared as 'Somewhat Agree'.*



**Workshop Key Findings**

Ranking Criteria	1: Strongly Disagree	Ranking	5: Strongly Disagree
Increased planting and tree canopy		4.31	
Opportunities for social gathering		4.38	
Complement the character and identity of Kalamunda		4.50	
Improve safety		3.56	
Support existing community events		4.88	
Pedestrian focussed while allowing vehicle access		3.13	
Increased planting and tree canopy		4.75	
Opportunities for social gathering		4.50	
Complement the character and identity of Kalamunda		4.25	
Improve safety		3.50	
Support existing community events		4.25	
Pedestrian focussed while allowing vehicle access		3.75	
Create an improved welcoming atmosphere		4.53	
Encourage use throughout the year and at different times of the day/night		4.41	
Attract a diverse range of visitors		4.24	
Tell unique stories in creative ways to celebrate the place		3.71	
Support local business activity		4.53	
Create an improved welcoming atmosphere		4.33	
Encourage use throughout the year and at different times of the day/night		4.00	
Attract a diverse range of visitors		4.00	
Tell unique stories in creative ways to celebrate the place		4.33	
Support local business activity		5.00	

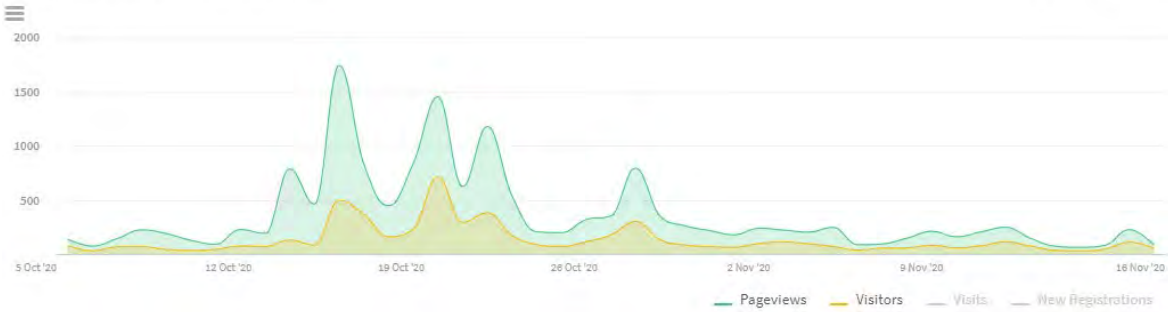


### Sources of Traffic:

#### Visitors Summary

Engage Kalamunda from 05 Oct '20 to 18 Nov '20

DAILY MONTHLY



### Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
7.3 k	710	147
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
327	2.2 k	4.9 k

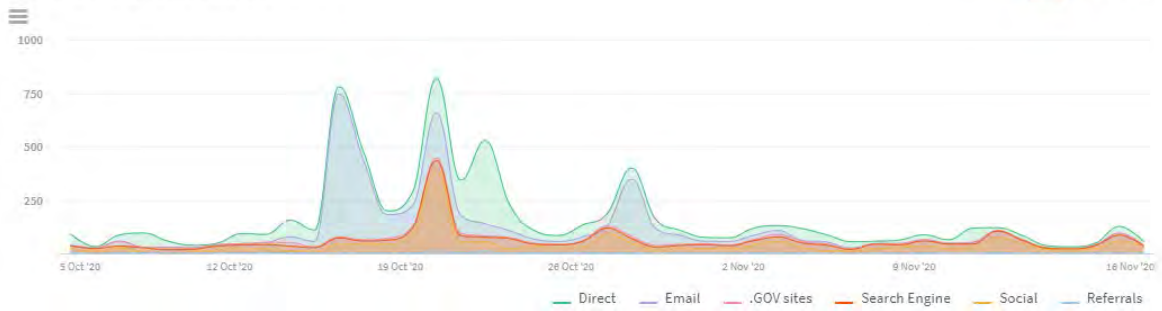


### Engage Platform Traffic:

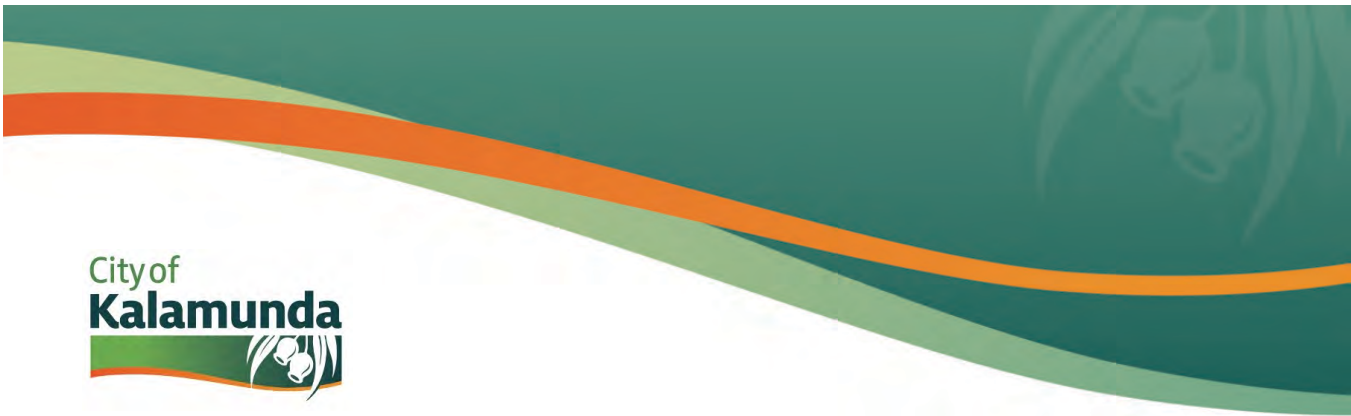
#### Visits by Channel

Engage Kalamunda from 05 Oct '20 to 18 Nov '20

[DAILY](#) [MONTHLY](#)



TRAFFIC CHANNEL	AWARE VISITS	INFORMED VISITS(%)	ENGAGED VISITS(%)
DIRECT	2161	1239 (57.3%)	282 (13%)
SOCIAL	1659	267 (16.1%)	29 (1.7%)
EMAIL	2221	1601 (72.1%)	105 (4.7%)
SEARCH ENGINE	889	371 (41.7%)	15 (1.7%)
.GOV SITES	275	181 (65.8%)	14 (5.1%)
REFERRALS	63	31 (49.2%)	4 (6.3%)

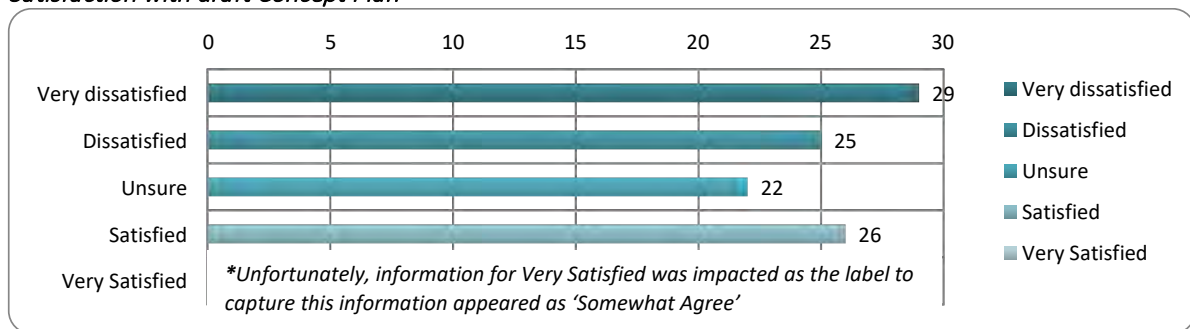


**Survey Results – Graphs:** How would you rate your satisfaction with the draft Concept Plan for Central Mall overall?

### Survey Results - Graphs

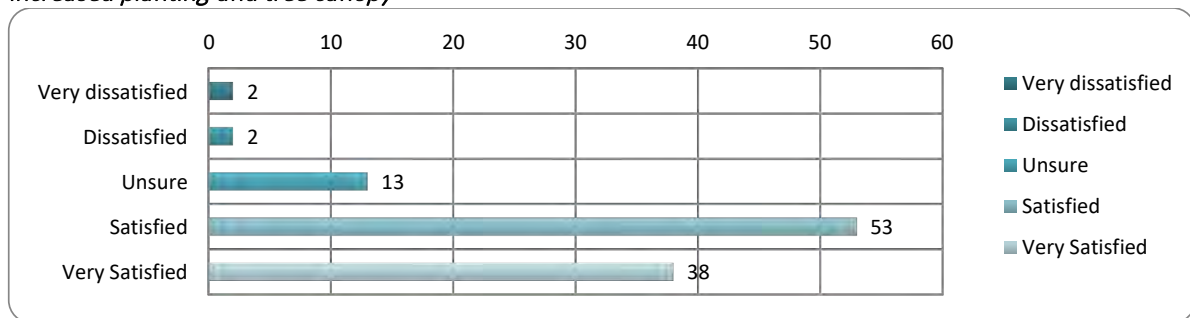
How would you rate your satisfaction with the draft Concept Plan for Central Mall overall?

*Satisfaction with draft Concept Plan*



The draft Concept Plan has 11 outcomes it seeks to achieve. Please rate your satisfaction in the draft Concept plan in achieving these outcomes

*Increased planting and tree canopy*

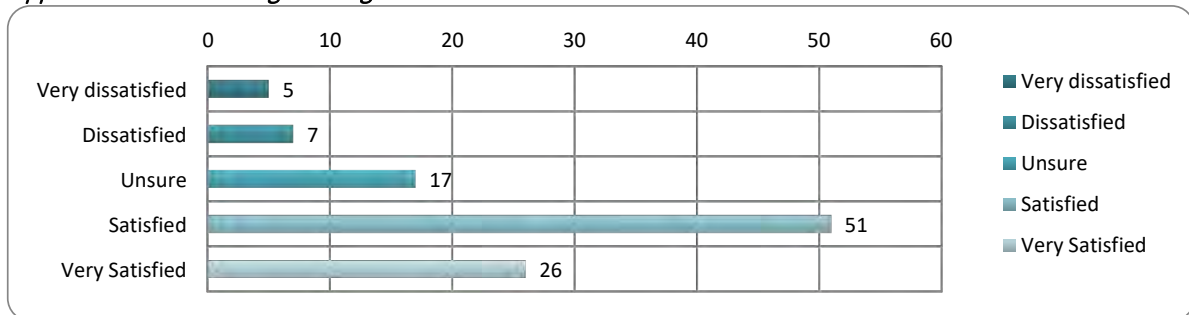




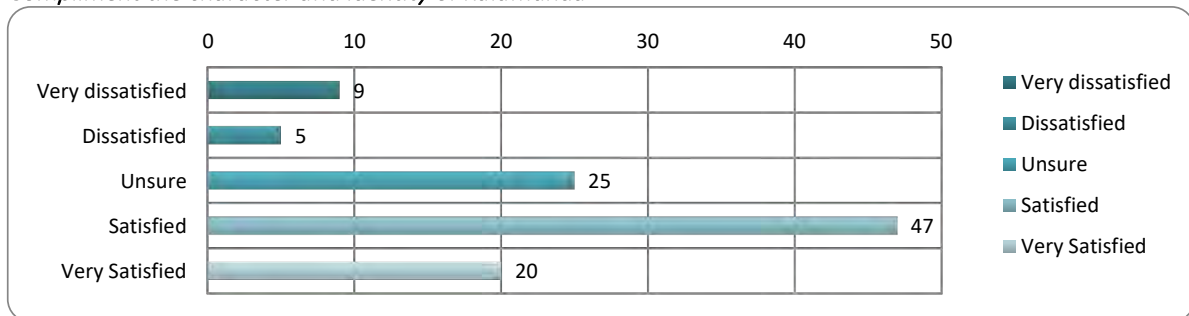


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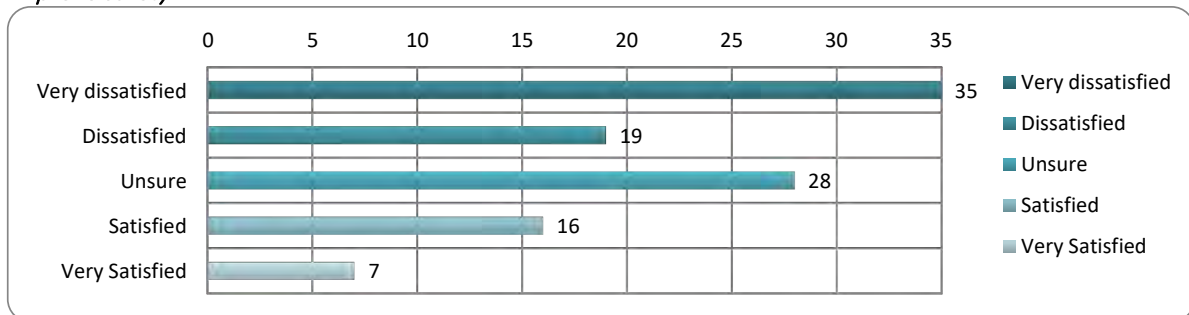
*Opportunities for social gathering*

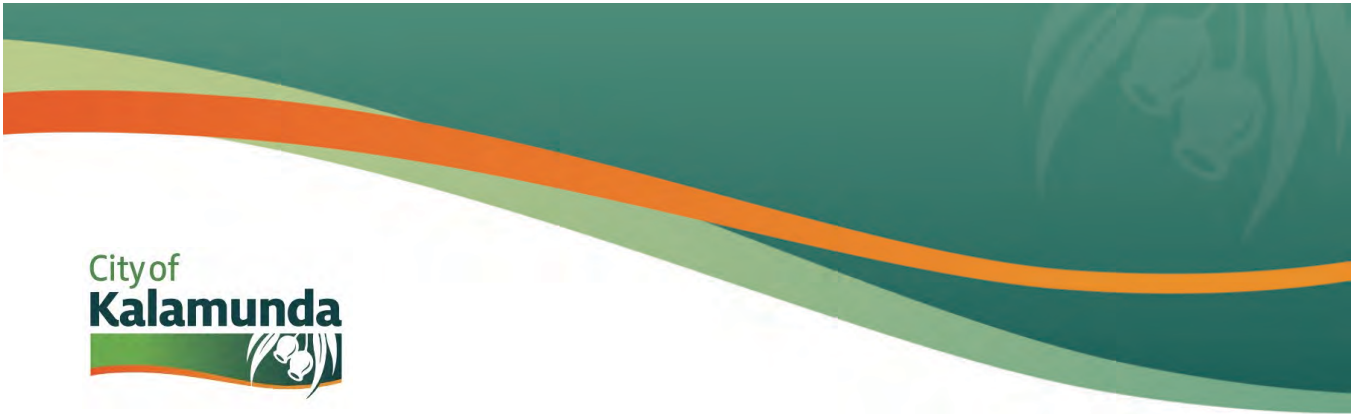


*Compliment the character and identity of Kalamunda*



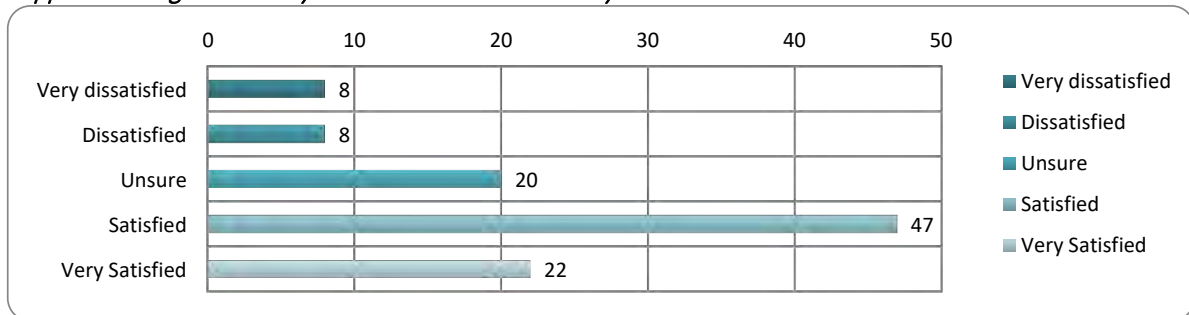
*Improve safety*



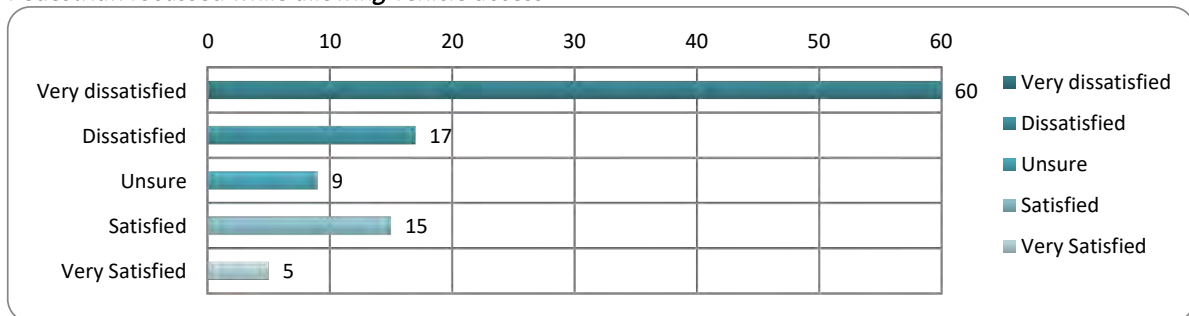


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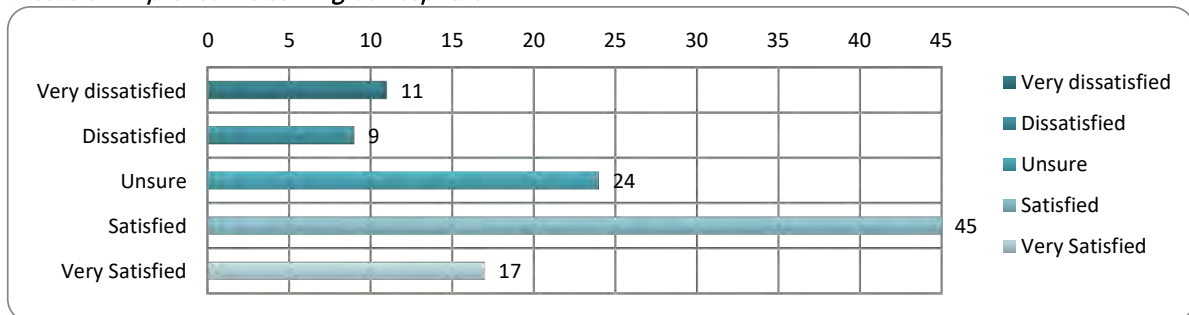
*Support existing community events and enable a variety of additional activities*



*Pedestrian focussed while allowing vehicle access*



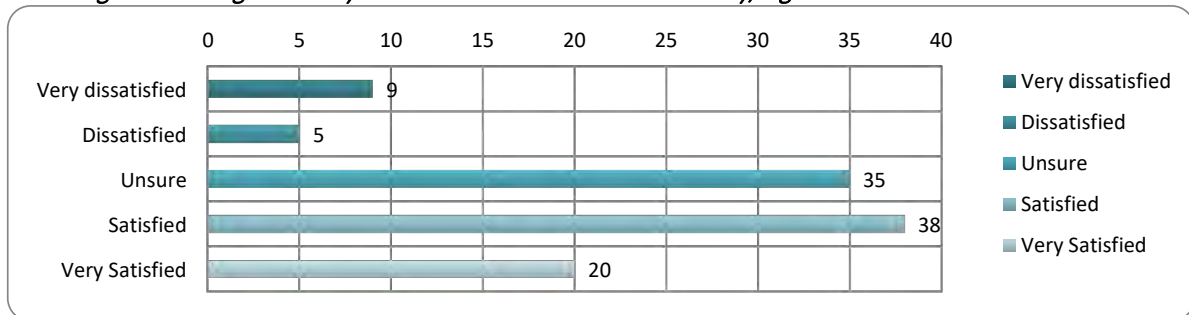
*Create an improved welcoming atmosphere*



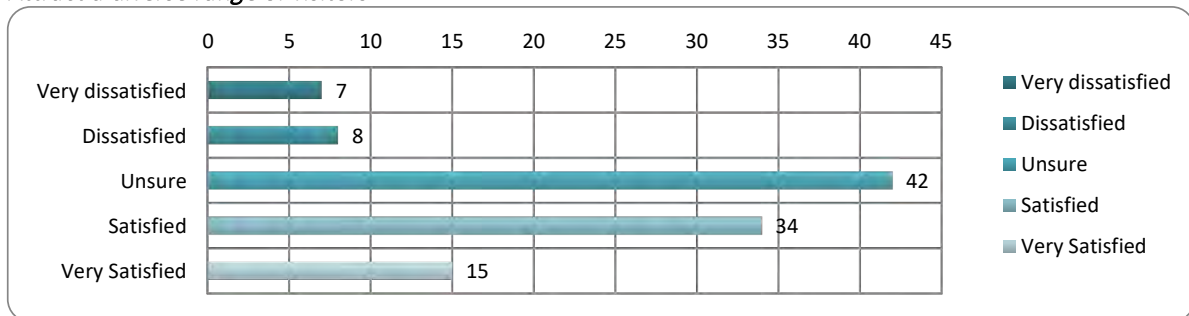


**Survey Results – Graphs:** How would you rate your satisfaction with the draft Concept Plan for Central Mall overall?

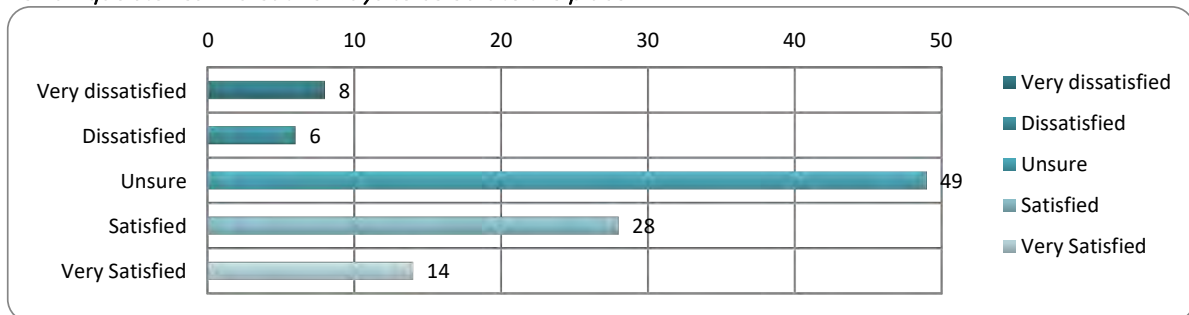
*Encourage use throughout the year and at different times of the day/night*

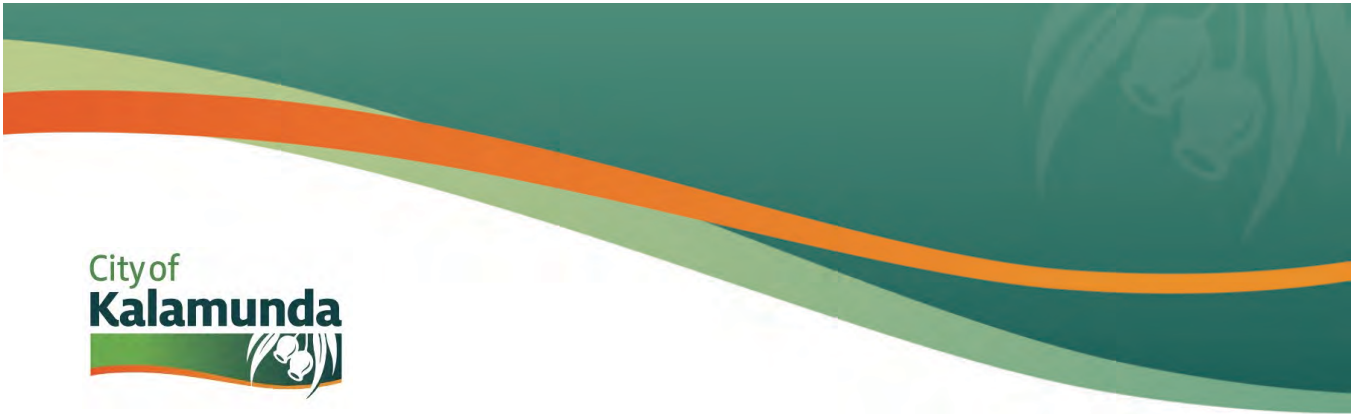


*Attract a diverse range of visitors*



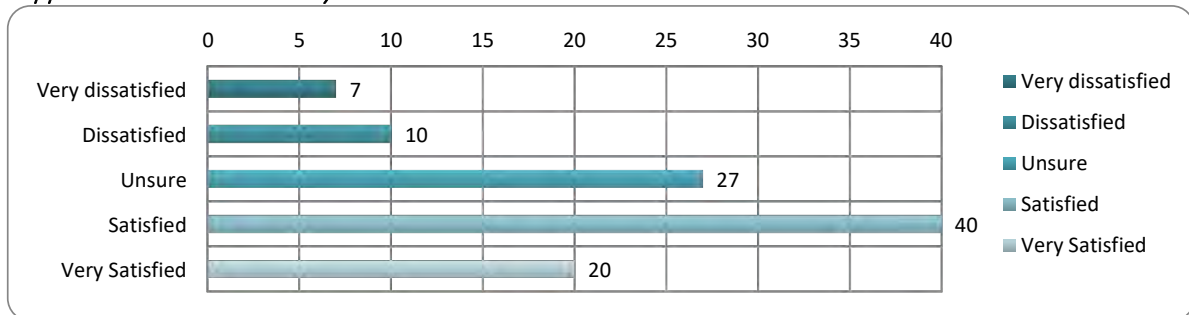
*Tell unique stories in creative ways to celebrate the place*



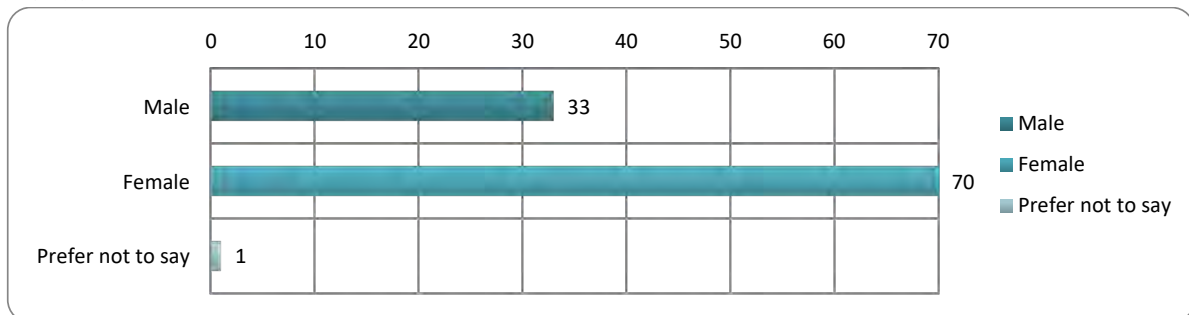


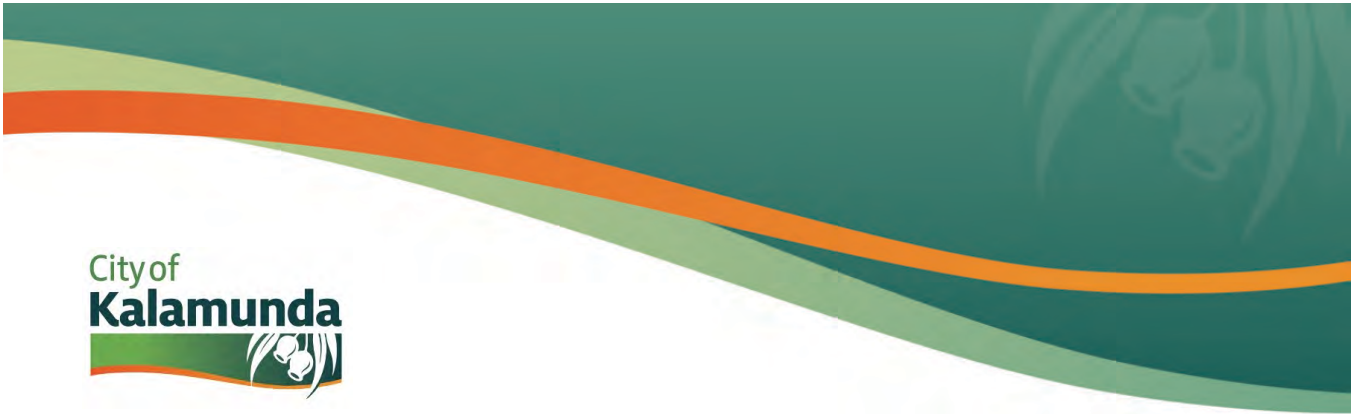
**Survey Results – Graphs:** How would you rate your satisfaction with the draft Concept Plan for Central Mall overall?

*Support local business activity*



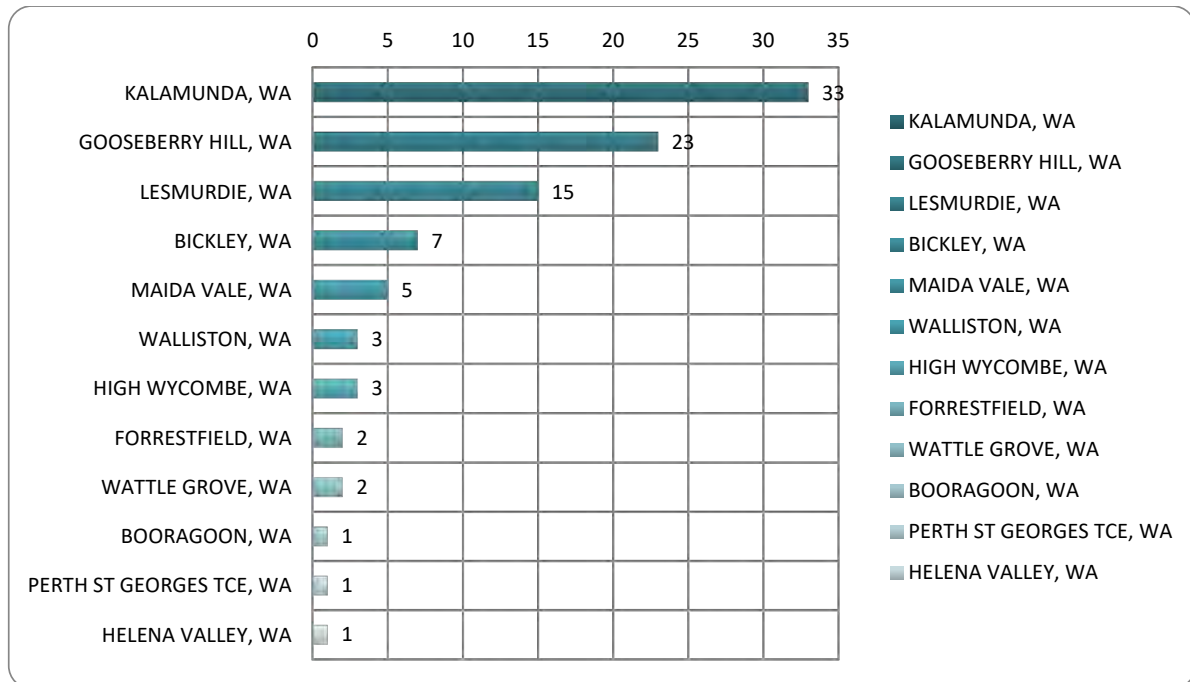
**Gender**



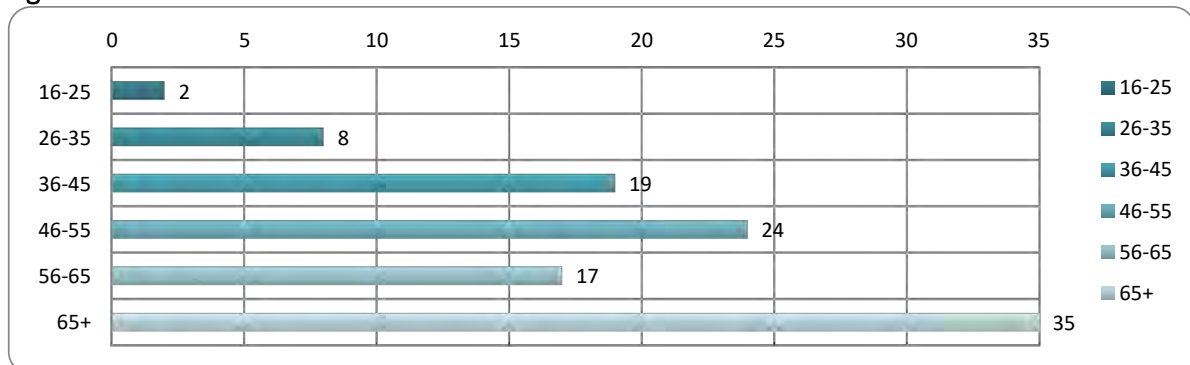


**Survey Results – Graphs**

**Suburb**



**Age**





**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

**Survey Results – Open Text Responses**

**Please tell us why you rated the draft Concept Plan for Central Mall as above?**

High cost for little benefit, 6 months plus of construction affecting business that needs activity
Running a road through the mall will be completely dangerous for the elderly. Removing valuable parking, there is not enough now. Most of the residents are elderly and cannot walk far. The disabled community has limited parking options for the central area of Kalamunda. You will be pushing more people to park in the very limited Kalamunda Central Car Park. You do not need 4 streets going north - south cutting through the town centre in 150metres
Traffic flow can never be 'pedestrian friendly' as envisioned by the Draft Concept. After Coles was built, there was good reason to adopt the present closed mall. There is no sensible reason to reopen it. Let's have a referendum.
Mainly because of the road, a one way road would increase hoons and decrease foot-traffic in the mall.
I think the plan gives the perception that there is enough room for a lane of traffic and parking bays side by side but if you look at the entry to Central mall now it is very narrow.
I like the opening of the road to cars and the fact that the area will be improved.
The area is in need of a facelift.
I am very disappointed at the plan as it doesn't address the image or style of a future Kalamunda. The mall requires a major up grade to modernise its image but still keep the feel of the town centre. The Council have an opportunity to create a vision for the future but not in the style from other suburbs in the metro area. Kalamunda is unique and should not look like any other mall in WA. No traffic should be the first option. Consider one way in Barber Street. The traffic flow would slow down and stop the racing and rat runs currently occurring. Yes landscaping and more trees are great but not deciduous. It creates a hazard for young and old. It also is very messy for the business entrances in the current mall. The pavement and mall levels seriously require attention. A combination of steps ramps and flat areas need to be incorporated. Try currently walking on the area with crutches. More damage to the leg muscles. The town centre lacks sufficient ACROD parking bays and is an area that needs review and revision. Parking for business owners employees and visitors to offices needs to be revised. Parking is a huge problem in the town centre. The council needs to address this and plan for a public car park. Parking bays to the public were lost when the apartments were constructed in Barber Street. Age is the population of the area. Yes it will undergo urban renewal but accessible for age still needs to be a major consideration. Kalamunda has a unique place in WA. The town centre needs to be given greater consideration for a future plan, or it will die. Many businesses have already closed and lots of office space is vacant and this was happening before COVID.



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

<p>Re think with a bigger vision. Consider Kalamunda to be the gateway to the Bickley Valley and make it a hub .</p>
<p>Not happy to have vehicle access. I just don't see it as necessary.</p>
<p>don't like the mixing of cars and pedestrian</p>
<p>It's certainly an improvement and should achieve many of the stated goals but I'm unsure of the traffic passing the full length now in terms of pedestrian safety.</p>
<p>I feel the majority of the plan is a major and welcome improvement. However, I very strongly feel that a shared traffic/pedestrian zone is dangerous. There should not be surfaces that look like pedestrian areas but in fact also allow cars. I have seen near misses where this is the case in the Victoria Quay area where pedestrians are unaware they are on the road. I have witnessed an accident in London where there was such a "shared" zone where a taxi hit a pedestrian who was standing on the road but believed they were on the path as there was no clear differentiation of surfaces. Children, particularly, can be unaware they are in a space cars can use. There is already enough ambiguity with the pseudo crossing/speed bumps on the main road, which are also unsafe</p>
<p>I am appalled that traffic (one way) is proposed. As a western society we should be enhancing this existing mall as a pedestrian precinct as would be the case in Europe. I cannot imagine what makes this a 'good idea'.</p>
<p>Makes the space more attractive and user friendly. Design has been well considered.</p>
<p>I visit the mall every week and patronize shops in the mall every week, and have done so for years. Putting traffic through the mall would destroy the attraction of the place, its feel, and I would likely elsewhere. It is a terrible idea. The trees can be put there irrespective of a traffic road.</p>
<p>Bringing back traffic will not enhance a mall or bring trade to it</p>
<p>It's so disappointing that you will allow cars into this zone. it should be pedestrian/cyclists only</p>
<p>I love the notion of greenery in this area but not at the expense of the weekly and then monthly markets taking place. They must be retained and if that means closing off this 'one way traffic flow' for the times they are taking place, then this must occur. They are an integral element of our Hills country style society and must be protected at all costs frankly. Secondly parking close to the Shopping Centre is already at crisis point on many occasions and with an elderly population (and becoming even more so with the ageing population), we cannot afford to delete any parking bays. Elderly people NEED to park close to their shops to avoid lengthy walks and crossing increasingly busy roads. The reality already is that we need more parking and this need will only grow as our density increases alongside our ageing population.</p>
<p>Because you intend pouring hundreds of thousands of dollars into a space that very few will utilise (apart from Sunday Mkts). I know you WANT to encourage more people to the area but it can't be at any cost. It is naturally a quiet/dead space because there are few really busy/dynamic shops there. There are few shops because the rent is quite high. I DO support SOME updates just not a ridiculous amount because a make over is not going to increase foot traffic by a large amount. What it will do is make it nicer for the few people who do go there. Now, if the council helped facilitate a high traffic business/attraction there, possibly maybe any money spent there WOULD benefit more and add to the attraction.</p>



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

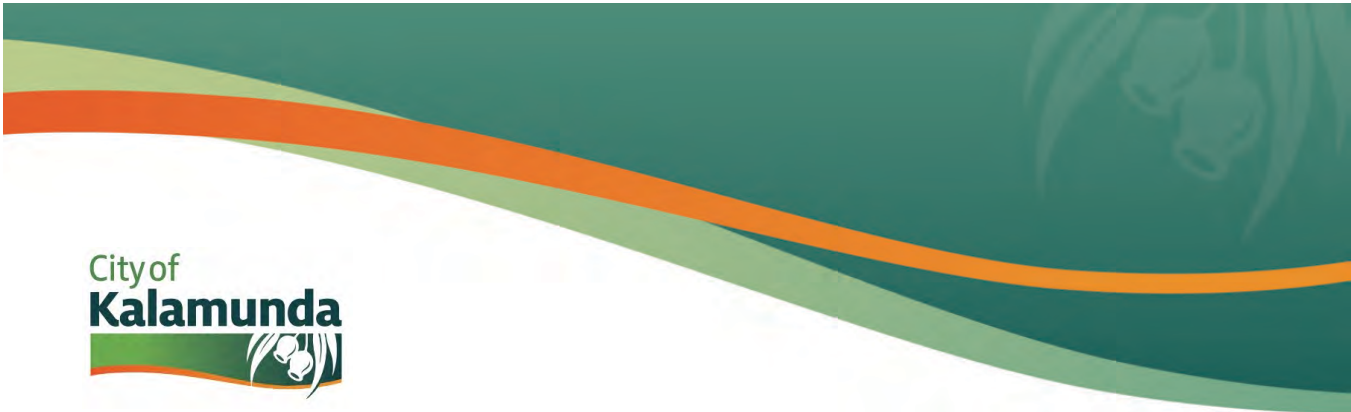
The concept plan is too high level to enable comment. It is essentially showing a driveway and a promise of some art, and interface upgrades. Provide a higher level of detail in the concept.
I like the plan.
The drop off bays and inclusion of ACROD parking are useful. The canopies and more trees will be beautiful.
Not sure why vehicle access is required.
It is a lot of money for only one street, it would stand out like a sore thumb as the rest of the main shopping area of Kalamunda is old fashioned and neglected in areas. The overhead structures are rubbish (encourage you to look up? Why?), less parking in front of lot 14 when parking is already at a premium in that area, no increase in security or safety, the social aspect does not include a nice playground for small children. More trees is great, that is the Kalamunda area's greatest asset and something that is unique to the Perth region. Better if the huge sum of money is spend all over the Kalamunda hub (Barbery square parking area, Canning Road verges, area behind Thai restaurant). Entice banks and major retailers into the area. Create a super kids playground to entice families to visit.
If you are trying to “revitalise” the zone, people will not walk from a distance. You have effectively removed more than half the parking. We are not yet ready for a carless society, regardless of what planners may think. Maybe in 15-20 yrs and by then you will redesign again. This will be number 3 in 40 yrs.
Loss of parking legend 2 and 10, there are times when I have to shop elsewhere due to lack of parking, this is the area where I would normally have to park. Looks like it will be losing a few bays. Access to vehicles, why? its only a small mall we have easy access to the shops in this end of the mall I do not see the need to have cars coming further up I cant see how you can make it safe. It is fine the way it is, people are always just standing around chatting in all areas of the mall. You will loose all the space for the markets
Mixing pedestrians with vehicles is a recipe for disaster. Sending vehicles up there won't make people go there. It's the types of businesses that are there that is the issue. Low volume traffic in every instance.
Great to get more greenery and alfresco sitting areas with lighting to encourage night time use.
too busy. the road needs to be straight. I agree with the one way traffic flow only, but only 8 parking bays is ridiculous! there needs to be parking along the whole stretch of the route.
This should remain a pedestrian precinct only.
Traffic and Parking Meters - NO to both. Its is NOT complimentary to our village character and ambience.
No traffic is currently permitted, I don't support the introduction of the 'shared street' concept as it is counter to health promoting environments which support active transport.
A Mall does not have vehicle traffic





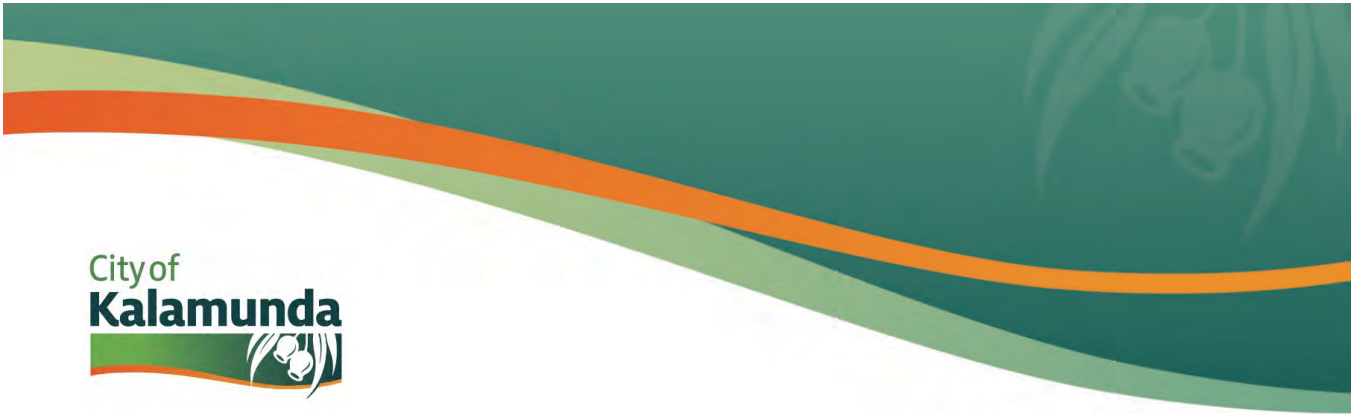
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<p>The key steps to activate the mall would seem appropriate. That said the quality of the design itself and its execution to create a warm, vibrant context that boast character will be key. Kalamunda is unfortunately a collection of mostly ugly and poorly designed buildings - it would be wonderful to see that tide change.</p>
<p>I am very concerned about allowing traffic in the mall. I just don't see how that will work with the space being pedestrian friendly. child friendly and for alfresco dining. I think it dangerous for pedestrians, noisy and polluting. The whole concept will be compromised as people friendly if cars are in the space.</p>
<p>I see the presence of cars in the Mall as detracting from the creation of an attractive pedestrian zone.</p>
<p>The mall is very hot in summer and there aren't many places to sit. The plan reinforces concept that it should be a shady boulevard and have lots of trees and seating to be inviting.</p>
<p>Please no cars or vehicles in the mall, there is enough close parking nearby</p>
<p>I don't understand how it can be a mall when it looks like the lan includes vehicles, parking for them and bicycles. Clearly service vehicles will require access but that could be restricted to certain hours of the day.</p>
<p>because I think that any planning will hide the ugly buildings that have been constructed there</p>
<p>Plan is great apart from the planned opening up of mall to one way traffic. Keep mall for pedestrian traffic only.</p>
<p>I think it will basically just be a fancier version of what it is now, a thoroughfare on the days in between the busy market days. To bring it to life on non market days, I would include a playground, perhaps on the Barber st area next to Kads so the noise doesn't bother businesses in the mall, plus a coffee/icecream shop/cart. Have any of the planners been to Europe to get an idea of how to bring a communal area to life ?</p>
<p>Consider that no vehicles should allowed. There is simply not enough room and will detract from pedestrian enjoyment.</p>
<p>I do not think this Mall should be opened to vehicular traffic other than Acrod &amp; Service vehicles at certain times. Service vehicle times up until 9am &amp; after 4.30pm, Acrod between these times. There should be no access to bicycles, vehicles for hire or private vehicles other than these.</p>
<p>I don't think it is appropriate or necessary to have cars accessing the space. Safety risk I think.</p>
<p>The ideas and design are great, ongoing maintenance and the sort of care that comes from community "ownership/buy-in" are my concern. This is based on my initial delight when the vertical gardens were installed and subsequent disappointment with the ongoing care, which appeared to be little; plants were not replaced, plantings not reinvigorated &amp; they now look tawdry. They could look fab if they were cared for. Are we in for dud/dead lawn and tinselly lighting?                  Whilst I look forward to being part of the nighttime buzz, I don't think it will change that it's dead quiet on a weekday morning. There's a limit to the time &amp; money people can spend on eating and drinking.                  Attracting more pedestrian traffic is always tricky and is often driven by "essential" &amp; useful services such as P.O or a bank and these traditional drivers are dwindling and don't find a place at street level in the mall. It's fortunate that the shopping centre entrance is on the mall to keep people walking through the space.                  I find the strips that are predicated and contrived around consumption fall flat as a public space. I "grew up"</p>



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

<p>on the Brunswick St , Fitzroy strip &amp; it's a fun place to be but you can't do anything productive there except have coffee meetings.                  Will it be a place where my 13/14 yo and 16/17 yo people will feel welcome, even if they are incomprehensible to any sane adult?                  I think it's vital to attract some solid retail to the south end of the mall, beg EB Games to open a shop where the Spice Queen was, or a skate/scoot shop or a revolving stall/permanent craft market.</p>
<p>What a disgraceful waste of 2.4 mil dollars to turn what is already a mall into a half &lt;word removed&gt; road which is one way and a speed limit of 10kph and has what looks like less than 5 parking bays anyway . Can people not walk 50 m from either end ? This is more about giving the council "something to do " . The increase in rates well above CPI over the last decade is totally unsustainable and its waste like this that causes it . CBD's are dead everywhere . No one needs to go to the bank or post office anymore . All the comments I have seen are very much against including traffic so it will be interesting to see if the public are actually listened to or if the Planners know best what the people want</p>
<p>Any more and it would be over the top, too heavy</p>
<p>Needs more detail</p>
<p>Happy with most of the ideas put forward to reinvigorate the Central Mall, but do not like the idea of bringing traffic into the Mall area. Mall to be FOR PEDESTRIAN USE ONLY.</p>
<p>Like the idea of canopy lights</p>
<p>Most of the stated objectives of the concept design are related to pedestrian access and use of the precinct yet it is being opened up to vehicular traffic. This is fraught with disaster. The road goes to?</p>
<p>Do not like the idea of cars going through the mall. Enjoy the quiet of no traffic and noise through a section and being able to browse in safety at the shops.</p>
<p>I do not believe cars should be allowed in the mall, it could be dangerous.</p>
<p>I like the design of open spaces and community shared area. I feel like it will bring a good vibe to kalamunda, as there is lots of greenery and seating. The road I do NOT agree with, as well as the short term parking within the mall.</p>
<p>Although the broad aims (trees, community, trails) are good, these aren't reflected in the concept plan</p>
<p>Unsure about the addition of vehicle traffic through the area - even though only one way.</p>
<p>Extra seating and shade</p>
<p>It is unique, interactive and would encourage activity.</p>



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

<p>I think that this project needs to be looked at in a complete persepective. I moved to Gooseberry hill 5 years ago and i am dissapointed at the state of the town centre. We have so much to offer and alot of positive ascpets but Kalamunda is suffering in many ways. The essence of the town centre has ben lost. Buildings have been erected of concrete tilt up panels and designs that do not tie in with the historical buildings. Auto one, the tenants in that area and the car park is an eysaw so is the car park behind thai on the hill, the entire layout of businesses such as mitre ten, auto one etc and open unmaintained carparks needs to be addressed. Street scapes on canning rd are dated and look terrible. I remember as a kid coming into Kalamunda to see my grandma and seeing the beautiful jacaranda trees in flower, now they have been so hacked they look awerful. Sink the power lines? Get rid of the roses and the silly island layouts on canning road, change the access points to the surrounding businesses so that it creats better traffic flow. Installing the brick island near the fuel station causes havoc and doesnt fit with the esesnce of Kalamunda which is fast being lost to a messy, mismatched, vacant and un maintained town centre. An upgrade concept needs to start at the begining of the town, if not before, the drive up! take the signs down at stirk park on the corner near the roundabout and start with a street scape from there, this is the introduction of most visitors the to centre. Create and enforce consistency with buildings and structures. Plant some gorgeous trees like london plain trees or beautiful natives that do not need to be hacked! and line the main roads Canning, Haynes, Stirk, Railway, Mead. place round abouts at the busy intersections. Get the tenancy mix RIGHT.. a cafe at stirk park would be wonderful.                  THINK BIG the entrie centre is in dire need</p>
<p>The mall area is really quite skinny and the inclusion of through traffic is going to spoil everything. I would not want to sit drinking coffee amongst traffic.</p>
<p>This seems like a really exciting project which incorporates a lot of community engagement, overall improving the positive reputation of Kalamunda, and activating a space which is not fully taken advantage of.</p>
<p>I believe the concept will be great for the local shops to get more attraction.</p>
<p>I would have thought traffic was exactly what you didn't want in a community meeting area</p>
<p>Kalamunda is losing MORE car parking bays. Staff and Patrons park in the South Central mall area #5 as there are minimal car parks around the mall. Not only will we lose 4 parks but area 1,6 and 7 will mean the loss of all those other parks so probably 20 in total!</p>
<p>Glad to see an increase in greenery and open spaces around the mall.</p>
<p>I have strong concerns about opening it up to vehicular traffic, especially if it is open at all times. Not so much if there is provision for vehicles but mostly bollarded (except for event setup, deliveries etc)</p>



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

<p>Do not create more places for vehicle and pedestrian interactions                  Do not waste significant funding on 'sculptural elements' that do not allow interaction for children during the day or create usable space for events                  Does not fully incorporate existing spaces around central mall - ie the space between Kads and Barber Street</p> <p>I'd like to see these proposal include estimated fund for parts of the development; this was rate payers can provide real feedback regarding how these funds are being spent in advance.</p> <p>Additionally I would like to point out that this survey is shorter than the survey for the Zig Zig Closure Feedback form when this involves spending already allocated funds and is an approved project.                  There is no additional comments or comments on various part of the proposal; or comments about increasing rates to fund this proposal like we have seen on other surveys.</p>
<p>i love the new concept plan for the central mall EXCEPT for the cars NO cars please</p> <p>Because it has a road going through it and in my opinion that is a very retrograde step. The idea of enlivening it with outdoor dining is good but not with cars going through. Who wants to sit outside with the fumes and noise of cars with all their pollution when the mall was originally a very pleasant car free attractive place to walk and sit - certainly not me or anyone else I've spoken to. It's going to make what was a safe area into one like any other by a road and having to watch out for traffic to get to the other side. And we know what's going to happen, utes and hoons racing through ignoring any speed limits. I've seen this on my evening walks on the roads in Kalamunda especially outside the hotel where for some reason these empy heads think they are going to impress the outside diners with great speed and squealing tyres.                  I don't see why cars still can't come in from Mead St and Haynes St to the present parking spaces for parking or drop off.</p>
<p>Kalamunda needs an update community approach and it's the perfect place to spend time                  In the town center</p>
<p>The broad concepts and design moves make sense however parts of the design are not resolved or communicated clearly enough.</p>
<p>Opening the mall to traffic is a horrible idea. It will no longer be a quiet place to sit but a busy thoroughfare</p>
<p>Public open space is invaluable to a community although allowing vehicle accessibility to the mall i seriously question. Having four young children myself i would not feel comfortable enjoying the areas knowing that we're practically at the roadside.</p>
<p>None of this time, effort &amp; money will increase the "traffic" to the businesses in the mall unless there is an improvement to the entry to Kalamunda Central from the Central Mall. I really like the look &amp; feel of Central Mall as it is now. I use it around 3 - 5 days per week. My only complaint is the access from Central Mall to Kalamunda Central is appalling. The stairs are dangerous &amp; the access with a trolley is zero which stops people using that entrance and therefore reducing the traffic flow to Central Mall.</p>
<p>The money would be better spent fixing the existing uneven and dangerous footpaths around Kalamunda &amp;</p>



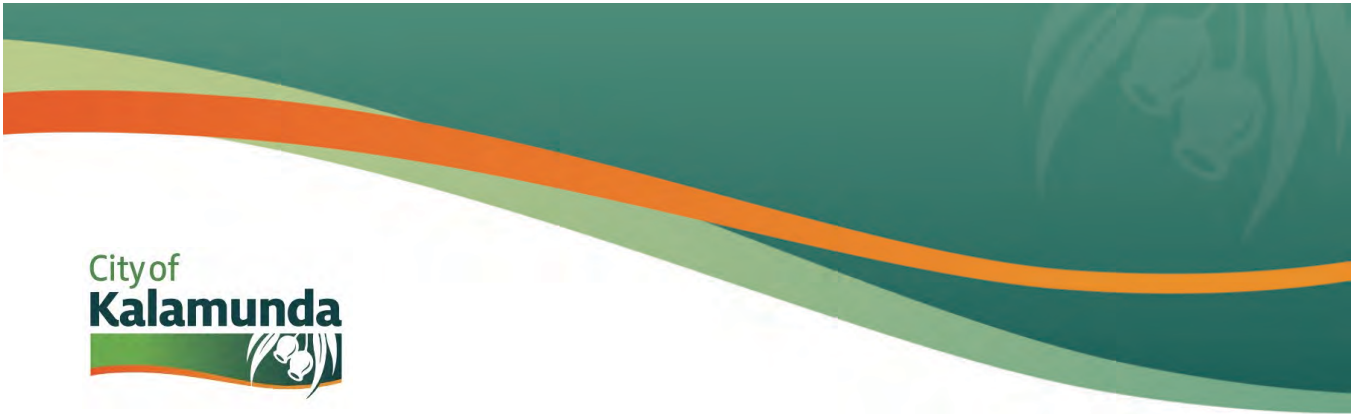
**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

<p>encouraging Kalamunda to have a village look to every building. Making the central roads in Kalamunda, such as Barber &amp; Haynes one way streets would also help improve the safety for all residents.</p>
<p>Very poor and unimaginative. Very much just an addition to same/same concept. Definitely no traffic 'passing through' - totally against mixing traffic with pedestrians - ACROD + Gopher access only - no inclusion of Rotunda area.</p>
<p>Dear Sir, Please refer comments below regarding the “ Central Mall Draft Concept Plan”</p> <ol style="list-style-type: none"> <li>1) The Initial response to viewing the concept, both printed and plan views was how “ unimaginative” it was. It was anticipated that it would be something more striking and bold - 2021</li> <li>2) The introduction of traffic, other than provision for ACROD and Gopher traffic absolutely appalled me, as the trend to avoid mixing motor vehicles and pedestrians is paramount else where . I don' know whose responsibility it would be II perhaps the Shires or Main Roads department II in the event of an accident or\$ claim for damages under D/Care</li> <li>3) Was the access for the Large trucks for “COLES” loading bays and waste Bins given any consideration when proposing to develop the existing car park, which I am given to believe half belongs to Coles anyway , were they consulted and what was the response ? I see no alternative parking catered for resulting in a loss of approx 30 bays Anticipating that the majority of shire residents are living more than a “walk away” they use vehicles, and in trying to attract “outsiders:” to the shops and cafes I would think it would be retrograde to reduce parking spaces in any event</li> <li>4) No recognition was included in the proposal regarding the Rotunda area ? Developing this area as an integral part of the Mall proposal in lieu of the car park at the Mead Street entrance would be more beneficial overall in the opinion of many</li> <li>5) I note no shop fronts or Coles, building or loading bays and Other building were attempted to be included in the glossy concept pictures issued, giving a false impression in general</li> <li>6) It looks like no consideration was given to accommodate the “ Markets” and car club displays, which I am advised are the most profitable periods for the local traders</li> <li>7) Whilst agreeing the existing Mall is II tired 11 and needs a more modern upgrade to attract people to, and enjoy the area ,I am sure a more striking concept and beneficial development could be proposed \$\$ allocated</li> </ol>
<p>It gives the information clearly. The mall does need upgrading but not with cars</p>
<p>The decor, paving and trees are great, but why spoil it by allowing vehicles to go through. Who is going to enjoy a relaxing coffee or stroll when they are subject to vehicle noise, smells and possible danger. After all Kalamunda centre is not large and there is plenty of other vehicle access.</p>
<p>I don't agree that vehicles need full time access to the central mall at the shop front. There is near by parking and temporary access on day that require it. The intersection at central mead will become very unsafe with the increased traffic. That intersection has become very busy with Aldi and Vinnies increased pedestrians.</p>
<p>I do not wish any vehicles (cars) traffic through the central mall. I think this is a backward step. There is easy walking distances to all businesses with out cars. I approve of other beautification schemes.</p>



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

Turning the central mall into a one way street for vehicles is in my opinion a daft idea. It would discourage more people to use the mall! All that would happen is that it would become a shortcut for vehicles between Haynes s and Mead streets
Its a great start. The one way traffic/ pedestrian is successful in other councils. Im hoping there is alfresco cafes/bars in the plan too...
I do not support shared spaces with vehicles. To encourage more pedestrians to use the seating and leisure activities cars should be excluded. I do not want to sit enjoying the mall with the noise and fumes from cars and taxis
Unnecessary. A complete and utter waste of money when so many other things need to be done in the same area. If we use the same workers to do this work that we use to do the other "upgrades" in the city then not only will it be a waste of money, it will be sub-standard work that needs to be patched in a year.
Overall the concept seems good
Money would be far better spent on the main street which has more exposure to visitors to Kalamunda. What is the point of one way traffic through the Central Mall. All it needs is a tidy up, a few more trees and perhaps some decent artwork.
Opening up the area to shops/eateries in a pleasant and relaxed environment and allow for short term disabled parking will increase the vibrancy of the area.
I like the idea of a pedestrian friendly mall with trees and the use of the space from wall to wall. I think it will be a great improvement to the space as it is now. However I am totally against sharing the space with vehicles which I think is unsafe and not necessary. ACROD bays could be situated at the mall Exit from the existing undercover car park.
Not impressed. Ridiculous. Doesn't reflect what is there at the moment. Against taking down established trees. Against taking down gardens that are all ready there Against opening up to through traffic. Concerned about opening to traffic when markets on weekend. Because it works as it is. Too many changes happening in the City already (the banks are leaving, except the Commonwealth).
This is not based on community consultation but just on plans by the City from paid consultants
I feel the cost is exuberant, all this can be done for far less and end result not much different that is already there. Also absolute disagree with cars either driving of parking in MALL.
This should be a space for people, not cars, do we really need a 'shared street' environment?
Why do we need cars in a pedestrian Mall? Entering from Haynes St exiting Mead St, rubbish and delivery trucks travelling the length of the street, past people having coffee or a meal in the alfresco hubs, not my idea of relaxing. Mead St corner is bad enough now, will only get worse.
I was unsure as I like Kalamunda as it is. I like the way Kalamunda has history and context. So to put something new and modern i was not happy about. However, I think the concept plan is well thought out, saves and preserves trees and will be a nice place to be a part of.



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

<p>This plan does not draw visitors, or engage the people within the Shire. We should be utilising the space and modelling it on pedestrian only outdoor piazzas like Elizabeth Quay, East Perth Riverside, and Hillary's Boat Harbour. A vehicle thoroughfare is not achieving anything of value to Kalamunda, and the plan has less car parking than it has currently. If anything, this plan will push people away. No one will eat in your designated "alfresco" areas, people will be put off by the traffic noise and pollution. Businesses will thrive better with events held in a piazza style space, like vintage car displays, art exhibitions, children's play spaces, drawing in people to the businesses around. Kalamunda is losing its heart, and losing the piazza will be detrimental to the area.</p>
<p>I think the overall plan is great, it pushes the activation of the area and will hopefully bring more foot traffic down that way.</p>
<p>I believe having a one way road there will not bring more traffic to the stores. All the roadworks required for that will actually hurt the businesses even more. It will cost too much money, which could be used on other things, like a better playground for the kids (Stirk Park is very sad).</p>
<p>I would not want a road there, it would be a much bigger hassle and don't see a lot of improvement being made with traffic/pedestrians if there's only seven parking bays being installed. Is not necessary at all.</p>
<p>There is no need to open it up to traffic. A shared car/pedestrian mall is dangerous. It will result in having, overall, LESS parking, LESS safety (and therefore desirability) for the pedestrian community and LESS useable alfresco space for shops and one way roads are annoying for drivers! I don't think having street frontage will change the situation for those shops in the mall - there is ample parking nearby.</p>



**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

I'm unaware of any published metrics on the future evaluation of this capital expenditure. Capital expenditure should never take place without the ability to measure success. I'd like to see the prior definition of the desired outcomes. The City, on behalf of ratepayers should be able to define the desired outcomes and measure the extent to which the development continues to be successful - for example, "visitors up by x% within x months", "x% more food and beverage capacity", "lower percentage of vacant space" etc.

As Chair of the Kalamunda Chamber of Commerce I'm aware of the significant positive impact our Farmers and Night Markets, along with the Rotary Artisans Market have on trader in the immediate vicinity. Although I understand there is no intention to move the markets, has there been a proper study of the large commercial vehicular access and manoeuvring during market times? There are currently over 70 markets per year in Central Mall and surrounds and any narrowing of access ways into Central Mall and access on the north side of KADS and down into the grassed area adjacent to the rotunda will be a problem for the stallholders and food trucks. Some of these trucks are double size articulated vans and take a substantial amount of time and effort to manoeuvre into place. Many businesses say that the regular markets provide their bread and butter. and if the markets were to be moved permanently because access became impracticable then this would have a serious deleterious effect on businesses in the area. At the recent online session with CoK and reps from Place (30 October 2020), it was stated that Place had not attended the Night Market and could not therefore know the extent and nature of the current access issues.

Vehicle access and the loss of parking seem to be the major negative issues with most businesses in the area. Parking is seen as a main USP for the area and although most of the time there is adequate parking, the whole point of the upgrade is to drive more people to the area - so basing the excision of 20 bays on current usage may not be relevant.

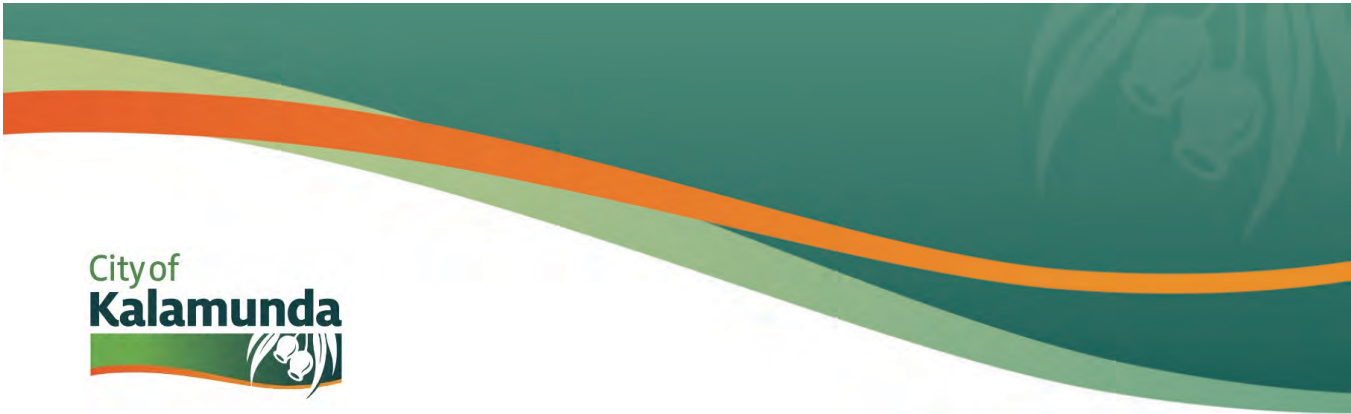
In the may 2018 Urbis report has no mention of opening up Central mall to cars and it's unclear what the rationale is other than to allow drop-offs which hardly seems like a pressing need when there is good parking at the Mead St end and also undercroft. This may have been explained satisfactorily elsewhere but I couldn't find it - there has been a suggestion that the Mall is being opened to traffic to compensate for the loss of around 20 parking bays but I couldn't find any reference to that. Although I love the concept of the entrance statement at Mead Street, it's not clear to me how much foot traffic would enter from this end - there is currently very little flow from that end - indeed where would people be coming from, the bus station? Conversely, most of the foot traffic seems likely to come from Haynes St.

THE PLAN LOOKS GOOD BUT I AM VERY CONCERNED REGARDING THE VIABILITY OF THE PRESENT TRADERS WHILE WORK IS BEING COMPLETED. I FEEL THE REDUCTION OF PARKING SPACES WILL NOT BE OF BENEFIT TO ANYONE. QUITE FRANKLY THE MONEY WOULD BETTER BE SPENT ON PROVIDING SAFE PAVEMENT THROUGH THE ENTIRE DBC. AT PRESENT THEY ARE A HAZARDOUS DISGRACE.

THE CONCEOPT OF A MALL IS GREAT. HOWEVER THE PLAN SUBMITTED IS NOT A MALL AS IT HAS TRAFFIC IN A 'SHARED STREET'. THEREFORE IT IS NOT A MALL. PLAN IT LIKE HAY AND MURRAY MALLS IN PERTH WITH EMERGENCY AND DELIVERY TRAFFIC ONLY.

A mall does not have more traffic, it is not a place to share with traffic. Traffic should only have access between set hours, for deliveries. The markets in the existing mall bring many visitors to Kalamunda and the shops already there.





**Survey Results – Open Text Responses:** Please tell us why you rated the draft Concept Plan for Central Mall as above?

<p>I believe the town centre is long overdue a face lift. My preference would be to start with the main street (Haynes). My concerns are that they City has not previously maintained the Mall to a standard - eg broken seating not replaced, gardens not maintained (or maintained by the business owners. If budgetary measures are put in place to ensure an ongoing maintenance I would be much happier.</p>
<p>I believe the town centre is long overdue a face lift. My preference would be to start with the main street (Haynes). My concerns are that they City has not previously maintained the Mall to a standard - eg broken seating not replaced, gardens not maintained (or maintained by the business owners. If budgetary measures are put in place to ensure an ongoing maintenance I would be much happier.</p>
<p>Opening up the Central Mall to one way traffic would be a disaster. It is very convenient for the elderly to walk through there without having to watch out for traffic. Vehicles driving through there would be an issue sitting outside the cafe. The 2.4 million being spent on this project would be much more beneficial going towards a hydro therapy pool where the young/old and impaired can use.</p>



**Survey Results – Open Text Responses:** If you could make one (1) improvement to the draft concept Plan, what would it be and why?

**If you could make one (1) improvement to the draft Concept Plan, what would it be and why?**

remove the need for a road - seems like a large waste of money for no real benefit
Do not remove valuable parking spots
Leave the Central Mall as a traffic-free peaceful enclave in the town centre.
Remove the road and everything is fine.
Remove the one way traffic lane through central mall. It isn't required to link one end to the other. Traffic can get between Haynes St and Mead St by taking Barber St, canning Rd or railway Rd.
I would change the look of the shade structures with integrated lights. They look a bit like UFOs on the drawings. I would make them look more like actual trees.
IMPORTANT NOTE!! I firmly believe that the improvements will be pointless unless there is better access to and from Kalamunda Central from the mall. The only access currently is the "back door" style entry with a one way escalator and steep stairs. A bigger and more accessible entrance to the shopping centre would provide a flow for shoppers to enter the mall and see it used far more in my view. For example, the old entrance that was there prior to Red Dot. Surely the City can work with the owners of the shopping centre to make this happen.
Unsure about the reduction in parking and how that will impact area 10.
NO TRAFFIC NO ROAD INTO THE MALL.
Take away vehicle access
Leave the traffic access as it currently is, rather than running right through.
Different surfaces for traffic/pedestrian areas
Remove vehicular access save for necessities deliveries
If not already planned for enable the area to be closed for events with bollards at mead and Haynes street and Nestobrae lane
Do not include the traffic road. Because it would destroy the feel and attraction of the mall, and it would no longer a true mall.
Delete one way traffic
remove the cars from this mall - its a mall, not a road
Make sure that weekend and monthly markets are retained in their traditional area. Leave the parking alone. This is two improvements I know but both equally important. IF vehicles are to be allowed into this space a 10mph limit must be in place.
hate to be a killjoy BUT.....be mindful of the cost. It's about R.O.I-return on the investment that's made. It would be lovely to spend millions, but will that be recouped by increased trade/visitor numbers?
Give more detail. Is it possible to achieve a night-time economy without opening the mall to traffic? What are the plans to encourage food and beverage business into the mall, rather than the existing range of businesses? How will the area be made inviting during winter? Is it possible to increase shelter, to enable dry pedestrian transit during rain? Can eateries etc be required to install gas heating under awnings to improve the pedestrian experience when transiting the mall during winter?



**Survey Results – Open Text Responses:** If you could make one (1) improvement to the draft concept Plan, what would it be and why?

More work needs to be done around the entrance to Nestobrae lane from the mall area. Ideally a screened landscape buffer like you have planned for the other end.
If the space is to be used as a mixed zone for events, please make sure that the streetscape has enough Bench seats at regular intervals. This is really useful for people with mobility issues. Geraldton’s main mall is a perfect example of this done well.
Vehicle free.
An area for a small bus drop off for seniors, run a bus service loop for seniors to the area, dual escalator to Coles.
More parking, more disabled bays
Not have vehicle access
Give a substantial discount to a single business that has the ability to generate high volume traffic.
Ensure 'village' atmosphere is enhanced as this is lost on Haynes Street.
as above.
Remove all vehicle access. It’s nice to be able to walk around and sit outside without vehicles around.
Absolutely NO TRAFFIC in the mall. All over the world traffic is being removed from central pedestrian areas with good reason. Traffic is noisy and smelly, it hinders movement and vista, and completely ruins the ambience. This should be obvious - we've already banned traffic from their once - why are you even thinking of it again?!
Remove traffic and parking
Delete vehicle traffic
The relationship of the mall to the shop fronts and visa versa. Some thought should go into how the building edges could be improved.
To make the mall automobile free. No shared street with automobiles.
Remove vehicle access (other than for delivery)
A water feature - like a fountain - would fill the space with beautiful sound of trickling water, and would instantly make the space seem cooler in summer (like they do in Madrid). Turn KADS into a multi-purpose space so it can operate as a small cinema for Friday night movies (when there are no dramas on) as well - that would draw people into the area.
No cars
Only allow use by pedestrians for safety reasons, reduced vehicular noise and exhaust.
try and recreate the village concept that supposed to exist in Kalamunda
No vehicular traffic in the mall. People need somewhere to just stroll or gather in small groups without the need to be on the alert for cars etc. Obviously there would be speed limits and speed humps put in place but we know well the public pays attention to these.
Add a small playground, coffee/icecream shop. Darling Harbour has a grassed area with free movies on a big screen. They even do barn dancing nights at Bryant Park in Manhattan !
As above
As above
I think the concept is good. I'd just like to see a nice shaded space, as green as possible - can be done with natives.



**Survey Results – Open Text Responses:** If you could make one (1) improvement to the draft concept Plan, what would it be and why?

More seating - benches etc, cover for rain
Add bike racks for a place people can lock their bike whilst they have a wander & spend up on food & drink.
Scrap it before wasting more money and “ artists impressions “ I’m confident it will look nothing like the artists impression or aspirational image . Who dreamt up that term and what did that cost !
For a nighttime experience it will need nighttime traders. The current businesses often close early or is the plan to introduce more eateries progressively.
Full coverage of the mall so that it can be used during bad weather
Remove one way vehicle traffic idea.
No vehicle access... should be all pedestrian
Remove the vehicular access.
No road through the mall. A quieter, safer and enjoyable place without traffic.
No cars, they would ruin the look of the mall and could be dangerous.
Even from the concept images, cars look out of place. Why bother making the area non-pedestrian friendly for the sake of 6 car bays??? People will always have to look out for traffic within the zone. Would be better to just have a larger permanent area for pedestrians/seating/plants/art etc etc. 6 extra car bays in Kalamunda is not going to make a major difference, it will just make the area considerably more congested.
Just so you know, there is an error in question 1: it reads "Very dissatisfied,Dissatisfied,Unsure,Satisfied, Somewhat agree"
The last point should surely be Very satisfied?? How do you mess that up lol?
The plan needs to focus on Kalamunda's unique position as the focus of the Bibbulman Track and the booming cycling tourism, spending money on attracting businesses like Katmandu, TBE into town
Remove the vehicle traffic. This plan not only aims to increase pedestrian traffic it couples it with increases in vehicle traffic, introducing a safety risk. There is no clear indication on how the risk will be mitigated. There is already enough risk elsewhere on and surrounding Haynes St that is not being addressed this looks to introduce the same and with no clearly defined distinction between a vehicle area and pedestrian area. Shared zones particularly areas that encourage interaction and children should be re-considered.
Try to show our orchardist/timber cutter history. Put in flowering stone fruit of different colours to attract birds and insects. A display of colour that will interest travellers in the years to come.
I would want to include it in other areas within the Shire, Wattle Grove and Forrestfield Forum to make these shopping areas more active and lively, welcoming, community focused and safer.
Do not introduce vehicles!
No through traffic
I would like to see how the stores in the mall interact with the space, however, I understand this is just a draft and their movements will also constantly changing as is the nature of the space.
Alfresco dining would be a great addition for the hospitality industry.
NO TRAFFIC OR PARKING



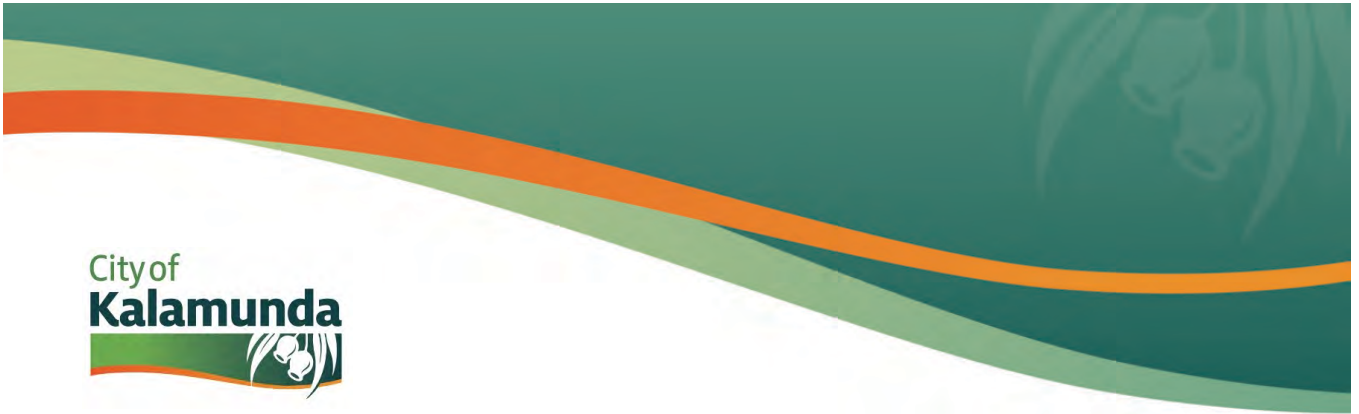
**Survey Results – Open Text Responses:** If you could make one (1) improvement to the draft concept Plan, what would it be and why?

No road through the mall and add more parking bays.
I would get rid of Lot 501 and make that space a combination of terraced landscaped native gardens, public art and open space, perhaps with an amphitheatre for outdoor performances. I would relocate the shops currently in Lot 501 into the outside of Kalamunda Central (which is mainly empty at present) so they will be close to their former location and still benefit from foot traffic. Removing that old building would open up the entire space around Kads Theatre and create a true town square that can be a hub for the markets and community events and connect more with Barberry Square. At the moment the space between Kalamunda Central and Lot 501 is far too small and uninviting. On market days it is really crammed, which is not ideal. And vehicle access is not necessary. There are plenty of other places to park and it endangers and discourages pedestrians.
Maintain it as pedestrian only. There is plenty of parking in the immediate vicinity and I can't see any benefit to vehicle flow, only drawbacks for pedestrian safety.
Remove the street for vehicles, we already have too much vehicle and pedestrian interaction. This is unnecessary.
NO Cars please shared space too dangerous
NOT to have a road through.
Add small playground area so if you purchase food or coffee your children are entertained
The designers should represent the space in different situations to get a better sense of what is going to work - for example it is not clear how the Kalamunda Markets would operate given the addition of a large number of objects in the main walkway. Also, there should be some indication of the species of plants and trees being used as this will drastically effect the design outcomes (the plane trees shown in the perspective views do not "Complement the character and identity of Kalamunda" as stated in the design documents".
Don't have it as a vehicle thoroughfare
No vehicle access.
Start Again.
Lot 14 (old Mead Medical building ) needs to be addressed. It is an eye sore , a blot on the landscape and haven for drug addicts to do their deals (true story). It has been awaiting someone to sign a contract before it will be renovated as I understand it, but if it is to stand at one of the 2 entrances to a beautiful new mall, something needs to drastically change.
Inclusion of Rotunda area in overall concept & clear division of parking areas independant of Coles employees car parking area shown
I would not have a "road of any kind. 'Mall" by definition is car free and a pedestrian area
Close it to motor traffic. Spoils the ambiance and is completely unnecessary.
Don't allow traffic or parking to change a very pleasant and safe area.
No cars or Trucks
Keep it a mall! No vehicles.
Judging by the photos on the attached upgrade flyer there doesnt seem to be any small businesses or cafes or bars? Just big empty walls. Will there be business opportunities?



**Survey Results – Open Text Responses:** If you could make one (1) improvement to the draft concept Plan, what would it be and why?

Exclude cars from anywhere in the mall. See explanation above
Scrap it.
No one way road. Add access barriers that authorised people can lower for deliveries (like Murray St Mall or Hay st).
Scrap it and concentrate on the main street.
Allowing evening traffic can adversely affect alfresco dining.
Remove the "shared street" concept ie ; no vehicles right of way.
Kept the mall as is.
No cars. Leave the mall pedestrian only.
NO CARS! Totally unnecessary. It's either a mall or a road, half and half won't achieve what you say you want.
I should like to see some bike parking rails provided, or the style used near the library/ Mason and Bird.
Remove the vehicle access.
More trees, maybe a few more parking bays (2 more)
Revise the shared traffic space and make it pedestrian only. Because the piazza should be utilised to draw visitors and engage the people of Kalamunda, another driveway and less car spaces is not required and will be detrimental to the area.
I'm still unsure about cars in the area for safety reasons. You would need to ensure the road is clearly marked. I also think there needs to be more parking along the road.
Leave the pedestrian mall as it is. If you want to attract more traffic to the businesses in the area, you need to get rid of the eyesore empty buildings, like the empty Retravision lot. The centre needs to look more appealing, and that will not be done by changing a pedestrian mall to a one way road.
Remove points 8, 9 and 10 and you may have a much happier audience in regards to this. Take into consideration that majority of the community in Kalamunda are senior citizens and families who have been here for their whole lives, including myself (23 years old). It would be disappointing to see a road and cars going through this area. Every other improvement regarding this plan is definitely a good idea as it would be nice to see it getting touched up and look a bit nicer, but please disregard the vehicle access.
Replace the road idea with creating multipurpose public spaces that can be used for relaxing, cultural connection with place, performance, gathering, art installations etc. The focus of the area should be on offering diverse day and night cultural and dining experiences with a large variety of eateries offering different cuisines and outdoor dining in attractive garden/ alfresco settings (like upstairs at Carousel)
Apart from keeping the Mall closed to traffic as stated above, adequate powered performance spaces throughout the length of the Mall
THE BEAUTIFICATION IS ADMINABLE BUT ONLY IF IT WILL BE TO THE ADVANTAGE OF EVERYONE WHO USES THE MALL NOW AND IN THE FUTURE. IT COULD BE A VERY COSTLY WHITE ELEPHANT.
DO AWAY WITH TRAFFIC, THERE IS NOT ADVANTAGE OF ALLOWING A MIX OF CARS AND PEDESTRIANS ONLY CONFLICT.
Take away the traffic and keep the markets



**Survey Results – Open Text Responses:** If you could make one (1) improvement to the draft concept Plan, what would it be and why?

Demolish or insist on the upgrade of Lot 14 (old Mead Med) it is an eyesore and could ruin the whole project. Do not open to traffic.
Demolish or insist on the upgrade of Lot 14 (old Mead Med) it is an eyesore and could ruin the whole project. Do not open to traffic.
Do not have traffic driving through. Enhance it with more sitting areas and plants.

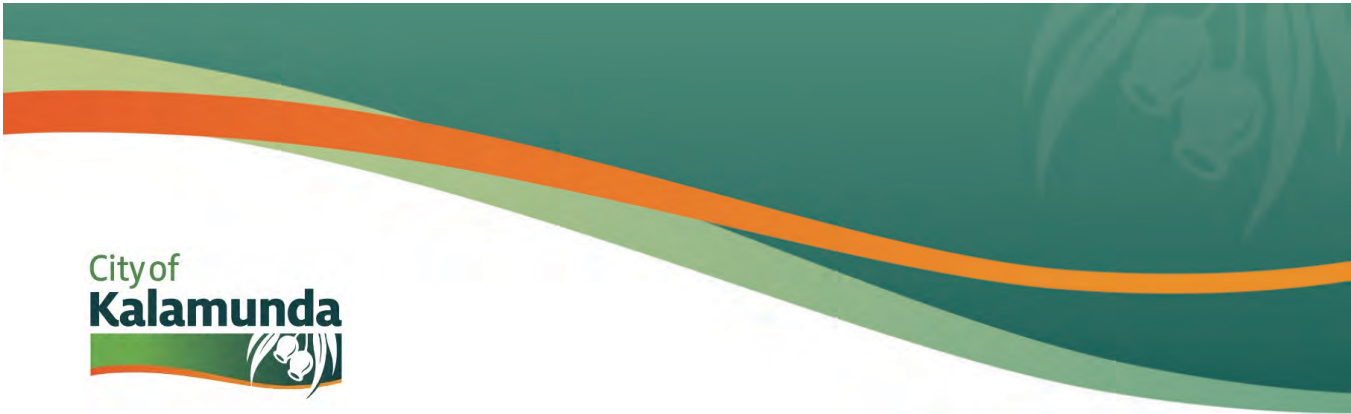


**Survey Results – Open Text Responses: What part do you like about the draft Concept Plan and why?**

**What part do you like about the draft Concept Plan and why?**

Increase shade and some lighting
To tell you the truth, nothing. The best way to revitalize the centre would be to not decrease parking spots, even footpaths and help keep things clean and good repair
Impoved tree canopy. Improve safety.
New additions of trees and art/identity pieces for Kalamunda.
The changes to the Mead st end of central mall. That car park is unsightly.
I like the winding vehicle access and the catenary lighting
Brings vitality into the heart of Kalamunda.
Nothing really. Its a plan that belongs in other parts of the metro area.
I like the concept and particularly the shade and trees
the trees
Adding amenity to what is otherwise rather bland open space.
Improved areas for people to meet/gather as it will help attract people to the dying town centre
Increasing area to the existing car park near. Oles
Catenary lighting, additional shade,trees and seating
More trees, as it would be healthier and more attractive.
increased social aspect
lighting and trees
The additional greenery, but at what cost to other amenities is a challenge to be overcome? We must not lose our current traditions and social activity opportunities.
It needs an update and ANY makeover will be good
I like the intent to make the area the heart of the night-time economy. It is not clear how this concept achieves this intent. Note above comments about lack of detail in the concept.
Good use of the natural landscape
Acrod bays, more trees, mixed use of the space. It should look inviting and beautiful when done. The recycled brick paving is good too as a nod to sustainability.
Various spaces used for different things.
More trees
Drive thru ability
Trees, furniture and lighting
Cleaning up the car park at the southern end is a good start and extra plants are great.
Flow through of traffic to encourage patronage of businesses.
the fact that this mall will be accessible to vehicles and more parking.
Extra landscaping
Use of smaller areas under the tree This adds ambience and 'fits' well with our 'village feel'. (traffic would ruin that)





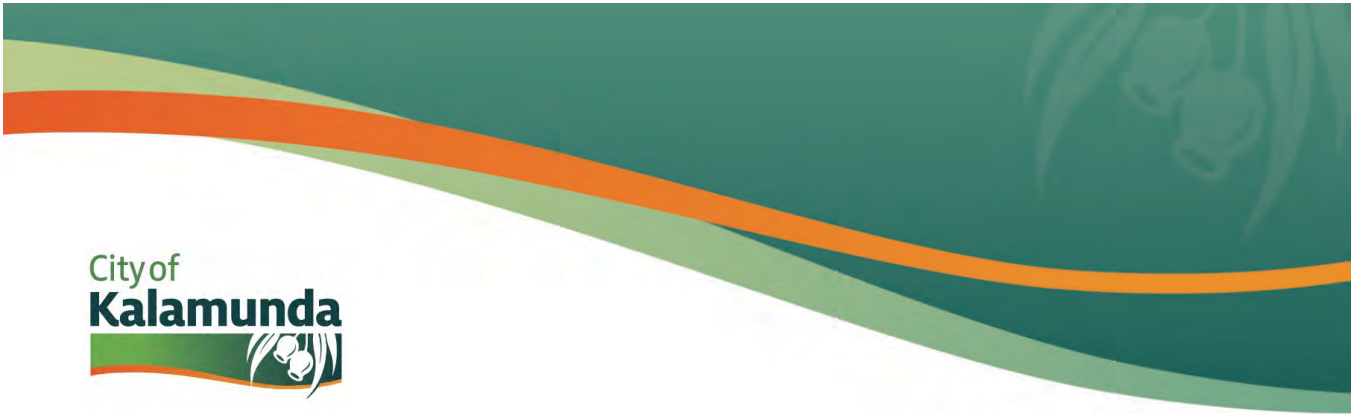
**Survey Results – Open Text Responses: What part do you like about the draft Concept Plan and why?**

Like the addition of shade (although this should predominantly be from trees) and seating which should make the space more inviting.
Apart from traffic it's OK
opening up to traffic vital in the mall's activation.
Q5 below - very hard to answer any of these questions without more detailed design information.
Everything except the traffic is good
I like the increased tree canopy and outdoor seating. Hopefully it will encourage alfresco dining.
Trees - lots of them - to make it a green space rather than a brick space, and cool it down in summer so it is more inviting.
Open space for people and greenery
We like everything about it except that it looks like it is not just for pedestrians, including mobility aids such as wheel chairs and gophers.
The planting of more trees is a great idea both from an aesthetic and an environmental point of view.
It will look prettier but that's it. Crema Cafe might benefit from extra seating and more customers sitting outside will give the mall a bit more life.
Good trees, shade, seating areas and alfresco.
The tree canopy, the lighting, alfresco areas and seating.
It is so much neater.
One way traffic no vehicle entry
More trees, the more the better to cool off all that hard landscaping.
Nothing
I like that it is not a straight road. I like one way.
Anything would be better than what we have.
To make the Mall a vibrant area day and night by supporting local business, existing community events AND encouraging new activities.
Animal art prices, recycled bricks
More tree canopy and places to gather.
Improvements at Mead Street entrance. Safer access from Mead Street to parking area. More trees and seating at Mead street end.
More trees and shrubs and alfresco, having an area for seating in the shade is always a good idea.
It brings great utilisation to a somewhat non-used space within Kalamunda. It will sync up well with the Kalamunda Night Markets, and may lead to more functions/integration with other events such as the Kalamunda Show.
The thematic nods to this future - trees, community, trails
Making it more accessible to people - improvements to entice pedestrian traffic this will hopefully improve small business opportunity and accessibility in this area.
Seating



**Survey Results – Open Text Responses: What part do you like about the draft Concept Plan and why?**

I like all of it, it brings community together and creates a sense of atmosphere. It makes the area vibrant. All major shopping areas within the city should offer something similar.
Biophillic concept, introducing trees and greenery into the landscape as it lacking greatly
Lots of promised new tree cover
I really like the introduction of the shared space to Kalamunda, and the ability to drive one-way through the mall.
Drive through and nature (trees, plants, etc.)
Love the idea of a community hub for nightlife but put the have parking elsewhere
more trees and seating areas
I like the extra greenery and the shade structure with integrated lighting.
Appears to be a more welcoming space for people to spend time. Extra planting and overhead features providing some extra shade could be good.
A signed entrance
I love the upgrade the added trees, shade structures, alfresco, furniture, pedestrian focussed.
I'm very happy with everything else that is suggested to upgrade and enhance the mall and to bring some life to it, those ideas are good but spoiled by a road.
Everything, Kalamunda is an amazing community with a huge population of young families and they need somewhere to take their children
The idea of adding more trees into the space is great for providing more shade.
The extra canopy cover as it is very hot in summer
Use of trees and areas to gather
Nothing
Very little as stated - 'Unimaginative' More detail and 'clear' details required.
I like the planting and seating area. I like the enhanced use for events etc. In fact i like all the upgrading apart from the 'road'
Overall plan for seating, trees and pedestrians.
Increasing shade and facilities for pedestrians
Extra shade and facilities for pedestrians.
Items 1,2,3,5 and 6
The one way traffic and 1/2 hr parking limits. Also you'll need 1 hour bays to encourage people to support businesses. ( if there are any)
I like the covered shaded areas and relaxed planting which will soften the whole area and encourage pedestrians to stay longer.
That there is \$2.4m available in the budget to fix the other parts of Kalamunda.
Allowing more alfresco drink / food - we have such fabulous weather! Add more beer-garden type areas to enjoy it!!
Nothing.



**Survey Results – Open Text Responses: What part do you like about the draft Concept Plan and why?**

Enhanced shade
I like everything to do with making the pace community friendly and a pleasant place to be.
Don't like anything. Like it the way it is already. Don't see a safety issue with the present system. Would have an issue with putting traffic through.
Don't like it. It seems to serve the shopping centre too much.
Plenty of seating and greenery for ambiance and shade. It must be a place for people to congregate and relax.
The more plants, particularly trees, the better, natural shade, cooling, visibly pleasing and mentally refreshing.
The extra shade and alfresco areas., something that is sadly laking ( spelling error ?) at the moment.
Encompasses what is here while reinvigorating the area as well.
Planting trees, to make the space user friendly in summer and winter.
I like that it had a community feel, that it will make the area more appealing to locals and visitors.
Enhanced alfresco areas.
The idea of proposed trees, more furniture with alfresco opportunity, the light poles and catenary lighting attached, garden edge, sun lawn, shade structures and recycled brick features is great.
I like the idea of improving green spaces, sitting, lighting etc to make it more of a meeting place because I think the biggest issue with the mall is that it is ugly and does not have anything nice about it to encourage you to spend time enjoying the space. Improving the look and feel of the mall will encourage people to want to go there for the destination - park, walk through and and spend time perusing gift shops, book shops, florists and cafes while kids can play safely in a traffic free zone - perhaps inclusion of a little stream water and play feature like Yagan Square in the city?
The connection to other areas and the concept of providing a food and beverage hub
NOT A LOT OF IT.
ALFRESCO AREAS
The tree and hopefully safe walking areas without cars!
Additional plantings. time to bring all those concrete planter boxes back!!
Additional plantings. time to bring all those concrete planter boxes back!!
N/A



**Survey Results – Open Text Responses:** The City is considering a new name for Central Mall, if you have any ideas for a new name, please include below:

The City is considering a new name for Central Mall, if you have any ideas for a new name, please include below:

No need for one- Central Mall is fine
I think Central Mall is just fine.
KALUMUNDA CENTRAL MALL. Its what it is.
Keep the same name
Good idea, central mall is pretty unimaginative. Maybe a Noongar name relevant to the area or proposed use for this space as a community meeting place?
Well it's no longer a mall so it does need renaming
No change required
The car free mall - that would be the best advertising for people to visit. who wouldn't want to see a car free mall?
Use the name of our traditional Aboriginal people. It belonged to them and their ancestors long before it became occupied and shared with the rest of the citizens of Kalamunda
irrelevant really
Waugul Lane
Central Mall, everyone knows where that is!
Central mall
Corroboree Central
the Mall. keep it simple.
Kaya Kalamunda - Hello in the Noongar language. Wandju Walk - Welcome in the Noongar language
Village Market Mall
Brick Lane
Central Mall is fine
Suggest the use of a name that is meaningful to the local Aboriginal people.
kalamunda plaza
Is there any need for a name change?
Market Square
Leave it as Central Mall. We know where it is and what the use is for.
Central Mall works, it is central and we're promoting it's centrality to the life of Kalamunda, and it's a mall.
Waste of money Avenue !
Kalamunda Mall
Gum Tree Lane. (In keeping with the theme of Kalamunda Cities gum nut fountains).
Dont care
Missed Opportunity



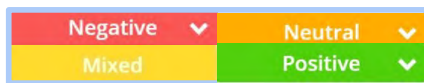
**Survey Results – Open Text Responses:** The City is considering a new name for Central Mall, if you have any ideas for a new name, please include below:

Munda
Spring Bloom
Waabiny - Noongar for play/activity time
Bickley
I'd like to see the aboriginal name incorporated more correctly
<a href="https://www.perthnrm.com/blog/2018/06/25/noongar-stories-the-kalamunda-story/">https://www.perthnrm.com/blog/2018/06/25/noongar-stories-the-kalamunda-story/</a>
Kads theatre central mall
Central MALL!!
Market Lane, Central Lane, Walkabout Lane
Don't waste time & money on it.
Named after a female artist, writer, or academic. Im over the male sport stars and men of history. :)
an aboriginal name meaning welcome meeting place
Why? No one will use it anyway.
Indigenous / local plant name
Sellout street.
WHY! Just costs more money.
Leave as is - history is important too.
This will no longer be a mall, it's a driveway.
I don't think it needs a new name
Something indigenous or has meaning for it.
A culturally appropriate Noongar name
Provide for some indigenous input and Invite an indigenous group to suggest a name
NO NEED FOR A NAME CHANGE
KALAMUNDA MARKETS MALL
As the name Kalamunda is derived from the Aboriginal name this would be line with thinking of the day - keep it.
How about Central Mall - instead of confusing people.
How about Central Mall - instead of confusing people.
N/A



**Sentiment Analysis**

**Sentiment Analysis**



Please tell us why you rated the draft Concept Plan for Central Mall as above?



If you could make one (1) improvement to the draft Concept Plan, what would it be and why?



What part do you like about the draft Concept Plan and why?



The City is considering a new name for Central Mall, if you have any ideas for a new name, please include below:





**Social Media**

**Top Performing Social Media Posts:**

1. Lifetime Post Total Impressions: 3,767

A screenshot of a Facebook post from the City of Kalamunda. The post text reads: "The Kalamunda Town Centre is rich with culture and heritage and is on the footstep to the most beautiful fauna 🦘 and flora 🌿 in the region. We want to create a space that pays homage to our beautiful tracks and trails 🍄 with ground treatments, public art and planting that will tell stories and reflect our natural assets. Imagine a 'bush feel' setting as you do your shopping, grab a coffee and meet friends in Central Mall. Imagine life-sized statues of kangaroos and adorable little quendas. What kind of public art would you like to see in Central Mall? To view the Concept Plan in detail 📄 and find out the story 🗣️ behind the concept, visit <http://engage.kalamunda.wa.gov.au/central-mall> Have your say by completing our short online survey 🗳️ Get in quick! Comments close soon on 13 November 2020". Below the text is a large image of a modern, tree-lined pedestrian walkway with people walking and cycling. At the bottom, there are three smaller images: a dirt path through a forest, a kangaroo in a field, and a life-sized camel statue in a public space.



**Social Media**

**Top Performing Posts**

2. Lifetime Post Total Impressions: 2,589


A screenshot of a Facebook post from the City of Kalamunda. The post is titled "City of Kalamunda" and was published by Buffer on 2 November at 19:58. The text of the post discusses a concept plan for Central Mall, highlighting its potential as a gathering space for pedestrians, cyclists, and vehicles. It includes a link to the concept plan and a call to action for a survey and a community workshop. Below the text are two images: one showing a busy outdoor market with people and stalls, and another showing a modern, paved public space with people walking and a bicycle.







**Social Media**

**Social Media Commentary**


 Author  
**City of Kalamunda**  
Have your say today <https://engage.kalamunda.wa.gov.au/central-mall>


 ENGAGE.KALAMUNDA.WA.GOV.AU  
**Central Mall Upgrade Project**

Like · Reply · Commented on by **Nicole O'Neill** · Remove Preview · 4 w

 **Patrick Carney**  
City of Kalamunda what happens to existing community events for the at least 6 months while this work is carried out?


Like · Reply · Message · 3 w

 Author  
**City of Kalamunda**  
Hi Patrick, great question - The City will work closely with the Market organisers and all business owners to determine an appropriate construction plan, once the design is endorsed. This may involve temporary relocation during the construction phase... [See more](#)

Like · Reply · Commented on by **Hayley Hall** · 3 w  1



**Social Media**

 **Sharlien Cummings**  
Is this a mock-up from the archives? Everyone is dressed like they're from the 70's, and the cyclist is not wearing a helmet. ...

Like · Reply · Message · 2 w



Author

**City of Kalamunda**


**Sharlien Cummings** Hi sharlien- a sketch up from the consultants. Just to get a feel for what the space might look like, will chat to them about the lack of helmet!

Like · Reply · Commented on by **Nicole O'Neill** · 2 w



Reply as City of Kalamunda



 **Michelle Lisa McKinlay**  
This mall is pedestrian only at the moment yes? Im trying to work out if this is existing mall or a new one???

Like · Reply · Message · 2 w



**Clare Palmer**

**Michelle Lisa McKinlay** <https://engage.kalamunda.wa.gov.au/central-mall...>



ENGAGE.KALAMUNDA.WA.GOV.AU  
Central Mall Upgrade Project

Like · Reply · Message · 2 w



**Michelle Lisa McKinlay**

**Clare Palmer** thats what is was looking g at, is it the same mall or a new one?

Like · Reply · Message · 2 w



**Social Media**



**Fay Valli**  
More giant nests!!! 2

[Like](#) · [Reply](#) · [Message](#) · 1 w



Author

**City of Kalamunda**  
Fay Valli rumour is that another one is on its way!

[Like](#) · [Reply](#) · Commented on by **Nicole O'Neill** · 1 w



Reply as City of Kalamunda



Top fan

**Martin Harban**  
Money would be better spent on beautifying to main street.

[Like](#) · [Reply](#) · [Message](#) · 1 w



**Annette Scholz-Hunter**  
Throw some love in Forrestfield our verges look bad and so many missing street lights.

[Like](#) · [Reply](#) · [Message](#) · 1 w



**Kristie Crawford-Ferguson**  
This Art/Nature area proposed by Rebuild the Kalamunda Zig Zag Railway would compliment your Town Centre vision beautifully.



[Like](#) · [Reply](#) · [Message](#) · 1 w 1



**Rob Anderson**  
That's not Kalamunda.

[Like](#) · [Reply](#) · [Message](#) · 1 w



**Allan Fisher**  
A couple dugites and a bobtail or 2









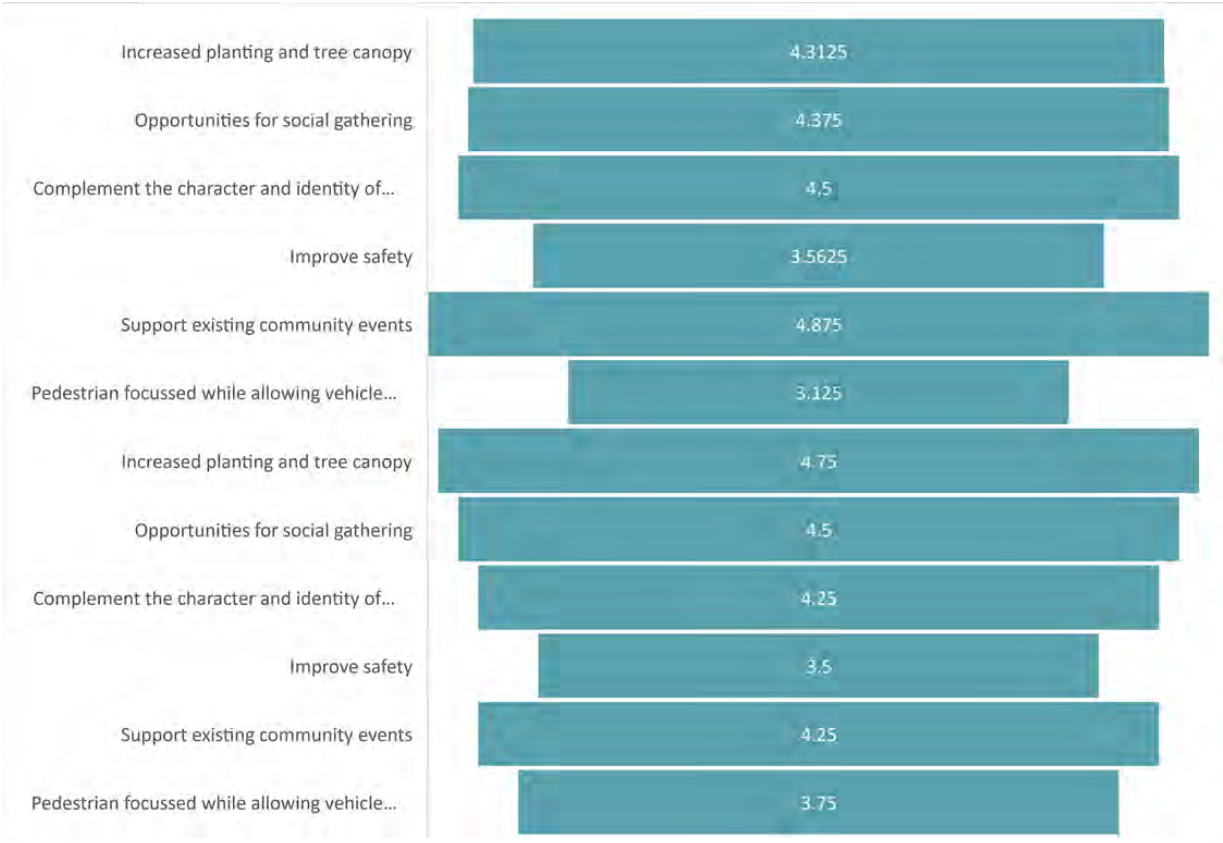


**Community Workshop Outcomes**

Good to see investment Opportunities for native plantings to tell the local story
Lighting
Shade
Variety
One level, trees, entrances. New life
Spaces are engaging and include features such as art, local business, cafe spaces, and a sense of community.
Opportunity to finally revitalise the town centre.
better use of the space, the Mead St interchange is excellent, more planting, flow, a unified plan for a food and beverage hub

Rate each of the proposed outcomes from unimportant to important

*(weighted average 1: Strongly Disagree – 5: Strongly Agree)*







**Community Workshop Outcomes**

Rate each of the proposed outcomes from unimportant to important

*(weighted average 1: Strongly Disagree – 5: Strongly Agree)*





**Community Submissions**

**Community Submissions**

2.4 million for this?

I'm not really seeing a need for any of this... All I'm reading is Alfresco this, paving that, outdoor furniture. Kalamunda town is fine. If you're going to pump so much money into something then invest in businesses, so that people living in the area have more choice and jobs. Build a youth Centre or do something that will engage community groups.

I don't really see what is going on here with development, looks like huge money for very little return.

<Information removed>

Up grade outer suburbs stop wasting money on your shopping complex areas

<Information removed>

Hello, Council.

Although I have completed the current online survey, it did not contain any reference to plans for the mall.

I should like to register my strong preference that no through traffic whatsoever be allowed in or through the mall. I believe the community would be far better served by a relaxed atmosphere, totally safe from the threat posed by vehicles.

The freedom of which I write is similar to that experienced during "Jazz in the Park" – where children are free to run, play and dance throughout the entire precinct of Stirk Park, even in the dark.

I would be grateful if you would please forward this to the appropriate person/s.

Thank you for your time and consideration.

Yours faithfully

<Information removed>



**Community Submissions**



 This is Eindhoven

Van Gogh-Roosegaarde bicycle path | This is Eindhoven

Images may be subject to copyright. [Learn more](#)

[Visit](#)



 TripAdvisor

Van Gogh lit up path, so gorgeous at night - Picture of Inntel ...

Images may be subject to copyright. [Learn more](#)

[Visit](#)

<Information removed>



**Community Submissions**

Hello team,

The new plan looks great! Love it! Was only slightly concerned about opening it up to vehicles... but if this (vehicle access) is closed for market days I guess that will be fine. I can see the benefits to shop holders of increased access during the week. I'm in favour!

Warm regards,  
 <Information removed>

The general concept looks very good. I totally disagree with any traffic, other than the normal market day drop off and pick up, being able to travel on this central mall area. The area is too small and would defeat the plan of a beautiful, welcoming environment and give more flexibility on how the area could be used for different occasions. I do not want to have any other vehicles on this site although, access would have to be available for emergency vehicles only.

Regards,  
 <Information removed>

Sounds wonderful!  
 Thank you so much.  
 Looking forward to it.  
 Kind regards  
 <information removed>



### Community Submissions

#### **CENTRAL MALL DRAFT CONCEPT PLAN**

##### **Community Feedback Submission Attachment (1 of 2)**

Pure pedestrian malls, or in this case a Pedestrian Priority Zone, as with other people orientated developments, need a reason for people to go there and to stay there for a while (to shop, eat etc), something distinctive or locally more unique (other than zero, or limited vehicle traffic) than the next block with normal two-way traffic and parking. The KACP vision/recommendation is that the mall have a food and beverage focus and on the face of it this appears to be a sensible option of a 'concrete' goal. However in the daytime there are several cafés in the larger shopping area in addition to those in the mall or just off it so there is no distinction on that basis.

One of the worldwide issues of a mall appears to be that at the end of a working day a mall full of shops will normally have no reason to have people go/stay there. There is a lack of vitality so night time activities are required and this is normally in the form of dine-in eating. Again, there are several in the larger shopping area so there is still no distinction on that basis. (The net loss of parking bays in the project does not help this cause.)

In 'Section 3.5 Opportunities and Constraints' of the KACP it recommends opening the mall up to vehicle traffic. The document states that it can *'offer on-street parking and entice more permanent activities on non-market days, in turn supporting adjacent retailers'*. There is no detail on what the 'permanent activities' could be but I presume that by 'joining the dots' the activities would be 'food and beverage' related.

Based on looking at the positives and negatives of the concept plans available for public comment it appears to me that the main goal of the project is all about opening up the mall to limited vehicle traffic as opposed to improving the area (creating a better sense of place, discussed in a later paragraph) which in turn might be enhanced by providing vehicle through traffic.

I have provided a table of project pro's and con's (Attachment 2) as I see them but the major points related to the 'opening up to vehicles' aspect of the concept plan are summarised :

#### Pro's

- o Movement of vehicles at sensible speeds can create a feeling of vitality in the area
- o Easier access (by vehicle) and parking to the centre part of the mall (Each end currently has this.)
- o Easier goods movement for retailers (No direct benefit to the customers though.)

#### Con's

- o Net loss of about 22 parking bays overall
- o Adds in a new risk of vehicle/pedestrian accidents

The (very) positive aspects of more vegetation and improved lighting are elements that can be added irrespective of whether there is vehicle traffic or not.



### Community Submissions

One issue that would help is that the mall have a 'sense of place'. (Defined as a characteristic or feature/s of the geographical location as well as a feeling or perception held by people about a place they consider unique or special (like a nice aesthetic spot to have a sandwich and a beverage at.)) The mall needs to be not just a nice place, but an interesting place. People need to feel privileged and special about being there. As with the improved vegetation and lighting, this does not specifically need vehicle traffic in the mall to do this. There is no text that directly discusses this topic in the project fact sheets or concept plan, nor any text that links any elements of the project to this topic.

I think the main issue is having a reason for people to go to the mall in the first place. Providing easier access to a place with no special distinctiveness is a not a good use of money. The concept of adding in limited (via speed) through traffic does not cause people to stop there (apart from the very limited car park spaces). Even if the degree of lost car park spaces is addressed it does not change the fact that there needs to be a reason for people wanting to there. The KACP suggestion is for more of what could be found (food and beverage) in the nearby streets and to me that would not make the mall more distinctive than the nearby streets. In most cases, people would have to drive/walk past those other food and beverage outlets to get to the mall.

The KACP only discusses sense of place for Stirk Park and the 'new' town centre at the library area. If that was adopted then I think that any money proposed for the Central Mall project in its current form would be better spent making the other 'sense of place' locations more successful.

Kind regards  
<information removed>

**\*Attachment 2 of 2 on following page**



Community Submissions

**CENTRAL MALL DRAFT CONCEPT PLAN**

Community Feedback - Attachment 2

13-Nov-20

Item No.	Item	Issue No.	Issue	Pro / Con	Likely Main Impacts
1	Introduction of vehicles	a	More movement overall (vehicle and pedestrians) in the area	Pro	Movement can create a feeling of vitality in an area
		b	Pedestrian safety	Con	Introduces a new risk of pedestrian/vehicle conflict
		c	Easier access to the centre part of the mall	Pro	Limited affect and possibly negated overall by the net loss of parking bays (Refer to item re parking bays)
		d	Less room for pedestrian activities (e.g. eating/drinking) when traffic is allowed than the existing situation. PLEASE NOTE - The concept plans are deceiving by showing more table & chair combinations than physically possible because based on the scale of the plans the distance of a chair/table/chair combination as shown is about 1.5m when a realistic size would be closer to double that.	Con	People need a reason to go to a mall (and stay) but adding vehicle traffic only makes it easier to access the area, not create addition reasons to go.
		e	No mention of bicycle traffic or bike facilities	Con	Possibly missing out on a niche user group for minimal extra project cost
		f	Slow speed of vehicles (10km/h as per KCAP or slightly higher) will need engineering structures to force drivers to maintain a slow speed. Most structures used to do this are not pedestrian friendly,	Con	Possible loss of the 'flush surface' concept as per the KCAP. This is likely to alter the aesthetics negatively.
		g	Better acces for mall retailers re goods movement.	Pro	Saves time and effort by the retailers but does not provide a direct benefit to their customers.
		h	Surface type (Flush or Kerb & Channel)	NA	No text stating if the surface would remain flush as per KACP or what would happen to the Haynes Street end kerb & channel section if that was the case.
2	Traffic Direction (Haynes St to Mead Street, based on the vehicles in the concept plans. The KCAP does not specify a recommendation based on its high level review) - Relative to the opposite of what is shown.	a	Suits existing parking at the Haynes Street end	Pro	Nil



Community Submissions

		b	Distance travelled along a 'slow mall' traffic lane to Haynes Street properties that have rear parking off Nestobrae Lane	Depends	Staff/clients of relevant businesses - Change to convenience likely to be based on direction from where they started their trips
		c	Number of traffic conflict points at Haynes Street intersection remains at one as opposed to three for opposite traffic direction.	Pro	No increase in existing risk to user safety
		d	No increase in traffic conflict points at the Mead Street end with 2 way traffic maintained	Pro	No increase in existing risk to user safety
3	<b>Winding/ twisting of traffic lane - Relative to a straight traffic lane</b>	a	Likely to provide for slower traffic than a straight traffic lane unless additional traffic calming devices are used (at more expense)	Pro	Better pedestrian safety
		b	For a flush surface (not kebs & channel) as per KCAP across the entire cross section - Requires more engineering infrastructure to force vehicles to stay within the traffic lane (e.g. planter boxes, bollards) and speed limit	Con	Increase cost of project
		c	Planter boxes, bollards etc would create vehicle contact points (i.e. scrapes/dents on car vehicle door panels) for drivers 'cutting' the bend	Con	Damage to infrastructure increasing council maintenance costs. Complaints from the public.
		d	Narrow points between the traffic lane and the property boundary would be a loss of usable space in that vicinity due to triangular shape.	Con	Poor space utilization adjacent narrow points
		e	Less parking bay options available	Con	Less parking bays possible than a straight traffic lane option
		f	Retains all the existing trees in the mall	Pro	No change to established tree numbers
4	<b>Car Parks</b>	a	Net loss of 21 (assumes that at the Mead Street end the 'emergency vehicle' bay and 1 of the 4 bays shown as removed against the building not being in Councils control based on aerial image & cadastre boundary, are not included in the assessment; also assumes that there is not a loss of a bay shown due to the ACROD park needing to be 7.8m long instead of the usual 5.0m length(end bay))	Con	Retailer & shopper complaints against the design. More inconvenient to access the area than the existing situation by having longer walking distances to the mall.
		b	Provides an additional ACROD parking space in the area	Pro	ACROD parking permit people have better access to the area than the existing situation. This improvement <u>does not</u> need the introduction of vehicle traffic to achieve.
		c	The KACP suggests a taxi pick up/set down park but there is nothing shown or stated.	Con	Missed opportunity for easier access by taxi and ride-share clients.





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5	Vegetation	a	Increase in Vegetation	Pro	Better for the environment and aesthetics. However part of this is achieved at the expense of parking bays. This improvement <u>does not</u> need the introduction of vehicle traffic to achieve.
6	Lighting		Upgraded lighting	Pro	Good way to brighten the area up and make it at least feel safer.
7	Relative to the Kalamunda Activity Centre Plan	a	Entrance canopy statements		The Haynes Street end states an entry 'experience with a small structure which is probably not what the KACP authors, nor me, were thinking of.
		b	Minimal text about linking the concept plan elements to the opportunities etc stated in the KACP	Con	Missed opportunity to educate people about all the links to the KACP to help people understand the positives and negatives of the project relative to the overall plan (KACP).



## Community Submissions



16 November 2020

Ms Rhonda Hardy  
 Chief Executive Officer  
 City of Kalamunda  
 PO Box 42  
 KALAMUNDA WA 6926

ATTENTION: Brett Jackson, Director Asset Services

Brett

### **CENTRAL MALL UPGRADE PROJECT – ROTARY KALAMUNDA SUBMISSION**

Please accept this submission from the Rotary Club of Kalamunda on the City's proposed Central Mall Upgrade Project. Our comments relate mainly to matters pertaining to the operation of the monthly Artisan Market which is run by the Club, which for twenty years has attracted significant visitation and interest to the City. The markets are also the Club's primary source of revenue used to fund our local and international community projects.

The Rotary Club of Kalamunda supports the proposed upgrading of the Central Mall, and we commend the City on its commitment to bringing more vitality and amenity to the town centre.

As a key stakeholder we are pleased that the City has also committed to ongoing engagement with the Club to mitigate impacts on the operation of the Artisan Markets and to keep us informed about the detail of future works and the delivery program.

In terms of specific observations on the proposal:

1. We support the retention of as many existing trees as possible to retain the character of the space, as well as the introduction of additional mature plantings to improve amenity and provide shade and comfort for users of the Mall.
2. We support the removal of existing infrastructure that inhibits the effective use and free movement through the space, such as the central planting islands and retaining walls.
3. We recommend that as much as possible, the design remove existing level differences throughout the area to allow for ease of use and access for people of all ages and ability.
4. The improvements should include a plan for comprehensive lighting and power upgrades within the Mall that are readily accessible for stallholders and users of the space.
5. Upgrades and improvements must leave sufficient areas for the continued use of the space for the monthly Artisan Markets, with no reduction in the number of spaces available for stallholders – and preferably enable an increase due to removal of existing structures and impediments.
6. The proposed upgrade must be designed for the continued accommodation of a majority



### Community Submissions

of 3 x 3 metre cabanas (which are the standard cabana type used at the market), as well as sufficient space between and in front of the cabanas to allow for access and general flow.

7. The placement of proposed stalls must allow for access and / or vision to existing shops. This is critical for traders in the mall, and can severely impact the number of possible stalls if this is not taken into consideration.
8. With respect to these detailed design issues, the Club has a digital plan of the market and it would be appreciated if the City could provide the Club with a digital copy of the Mall design which we can use to check that these design recommendations can be accommodated. Receipt of this data would enable us to provide more detailed feedback on how the current design proposal accommodates market function including specific recommendations on modifications that might facilitate this.
9. Once the design has been vetted to ensure it effectively accommodates the continued operation of the market, the City might consider the adoption of the market layout plan as a standard template for all markets and events using the space. This would provide certainty and ensure that improvements, including lighting and power, are most effectively incorporated to maximise utility and value to all user groups.
10. To complement the City's significant investment in the Mall upgrade, and anticipating its success at improving visitation, we urge the City to consider additional investment in public bathrooms within or adjacent to the Mall. The current bathrooms within the Town Square Gardens are in need of a major upgrade and leave a negative impression on visitors and residents.
11. We welcome the further engagement with the City to discuss transitional arrangements for the continued operation of the markets during the construction phase, as noted in the FAQ. Given the significant disruption to the operation of the markets during construction, it is critical that an interim solution is agreed so the markets can continue unaffected (at least in terms of the number of stallholders). This might comprise include the use of portions of Barber and / or Haynes St for market operations while works are undertaken. It would be the Club's expectation that this could be achieved at no additional financial impost on the Club or stallholders.

We trust this feedback is of assistance. We look forward to receipt of the requested design information and further discussions with the City on transitional arrangements for the continued operation of the Artisan Markets as the project proceeds. If you would like to get in touch please contact myself by return email [moro@iinet.net.au](mailto:moro@iinet.net.au) (0408953496) or contact Dan Pearce Daniel. [Pearce@hatch.com](mailto:Pearce@hatch.com) (0400 209 823).

Yours in Rotary

Kaye Moro

**President, Rotary Club of Kalamunda**



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**Proposed : CENTRAL MALL UPGRADE**

4/11/2020

Dear Sir,

Please refer comments below regarding the " Central Mall Draft Concept Plan "

- 1) The Initial response to viewing the concept, both printed and plan views was how " unimaginative " it was.  
It was anticipated that it would be something more striking and bold - 2021
- 2) The introduction of traffic , other than provision for ACROD and Gopher traffic absolutely appalled me , as the trend to avoid mixing motor vehicles and pedestrians is paramount else where .  
I don' know whose responsibility it would be " perhaps the Shires or Main Roads department " in the event of an accident or \$ claim for damages under D/Care
- 3) Was the access for the Large trucks for " COLES " loading bays and waste Bins given any consideration when proposing to develop the existing car park, which I am given to believe half belongs to Coles anyway , were they consulted and what was the response ?  
I see no alternative parking catered for resulting in a loss of approx 30 bays  
Anticipating that the majority of shire residents are living more than a " walk away " they use vehicles, and in trying to attract " outsiders " to the shops and cafes I would think it would be retrograde to reduce parking spaces in any event
- 4) No recognition was included in the proposal regarding the Rotunda area ?  
Developing this area as an integral part of the Mall proposal in lieu of the car park at the Mead Street entrance would be more beneficial overall in the opinion of many
- 5) I note no shop fronts or Coles , building or loading bays and Other building were attempted to be included in the glossy concept pictures issued, giving a false impression in general
- 6) It looks like no consideration was given to accommodate the " Markets " and car club displays , which I am advised are the most profitable periods for the local traders
- 7) Whilst agreeing the existing Mall is " tired " and needs a more modern upgrade to attract people to, and enjoy the area ,I am sure a more striking concept and beneficial development could be proposed \$\$ allocated



## Community Submissions

### **Submission in response to external consultant ideas (October 2020) for a proposed upgrade of Central Precinct - (referred to misleadingly as Central 'Mall').**

#### **Current overall Planning Context of Kalamunda.-**

##### **1.) Realities for future Planning.-**

The simple truth available for all to see today is that future viability of Kalamunda town as a District Activity Centre is under serious threat from multiple changes improving convenience (for mobility-capable individuals and families) in the community. Those are of course not restricted to Kalamunda, but also apply generally elsewhere (all pre COVID-19). The cumulative effect of large scale marketing and retailing via 'on-line' remote communication has increased the range and availability of services, previously only available locally; such as banking, most forms of retail shopping, consumables provisioning and passive entertainment; almost all are now accessible directly to a more convenient home-base.

##### **2.) Kalamunda in particular.**

However, this long-established town (still fondly remembered as a 'village') of Kalamunda that was a Hills District regional hub for all of the above services, has contracted far quicker, to the point today (Nov.2020), when it is becoming barely viable as a community focus. This Local Authority has unfortunately not directed timely attention to management of 'futures' Planning of central Kalamunda. That must involve on-going profiling of socio-economic changes through sensible functional user-analysis; and has not responded to the above changes that all have numerous manifestations locally. Neglect of timely attention to vital issues, such as **providing safe pedestrian access, management of increasing district bypass traffic, and absence of high-quality services to visitors** have clearly accelerated this decline.

##### **3.) Activity Centre Plan Outdated.**

The recent extremely costly 'Activity Centre Plan' produced by the Local Authority (2018-19) supposedly for the next ten years, [that did not even comply with the relevant State Planning Policy - SPP4.2] is now recognised by the local community as not only incomplete in terms of functional user-analysis, but already now both practically and creatively irrelevant. Unfortunately the Local Authority seems unwilling to accept this fundamental reality and continues to present residual ideas from it, such as in the current (October 2020) single **Concept Plan for a 'Central Mall'** (Def: 'Mall' is a covered space) , without undertaking fundamental re-appraisal, or as yet offering alternatives.

##### **4.) Prohibitive Rentals.-**

Also, most commercial Property Owners in the Town Centre, apparently either not caring, or trusting others to find solutions, have failed to recognise the consequent extensive reduction in daily trade and profitability for their retail lessees by responding with reduction of rents. The very obvious outcome is increasingly numerous vacant premises throughout the town centre and occupancies on very short-term leases.



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#### **5.) Different perspectives needed for Future Economic Survival.-**

Based on continuing strength of both local and international tourism in this Hills region, evident from 40,000pa visitors to the Kalamunda Information Centre and History Village off Railway Road; there is obviously further economic development potential from Tourism - but that must also recognise the need for both seriously practical local creativity and the potential for more unique attractions, not yet explored by the Local Authority.

This declining Town now obviously lacks a purposely designed safe and easily accessible central focus for collective local community and visitor services; and for intergenerational social activity.

#### **6.) Inappropriate first concept by external consultants.-**

However, this first effort managed by the Local Authority using external consultants, referring to the Central precinct space as 'Central Mall,' is not useful because it is obviously not based on local user-analysis, but rather on 'dreams' of other contexts that do not resemble Kalamunda, either in terms of local population density or extent of business concentration. The proposal speaks of a "**vibrant urban experience, with a food and beverage focus**" yet apart from a few small coffee shops there is no single retail premises within the precinct (as defined by City Staff so far) large enough to even contain kitchen facilities to service a quality restaurant likely to impress regional visitors let alone international tourists.

#### **7.) Realistic Enhancements ?**

Due to the Kalamunda town centre being on sloping land-form, there are very few safe areas of open space away from trafficked roads suitable for enjoyable multi-use. This Central Precinct, although very poorly maintained in recent years, has some potential if fully re-surfaced, to be physically safe for pedestrian users of all ages. (That means all flush without kerbs or superfluous walls and no drive-through vehicles). Any other community expenditure on 'enhancement' must be based on professional functional analyses of what the space is required for; and features of it suited to those uses, (not the 'idealistic dreaming' demonstrated so far).

#### **8.) From a local community-user perspective these requirements are likely to be:-**

a.) Priority to include in the re-paving (contrary to the brief given to the design consultants) the whole mainly large mature shade-tree covered area west behind the Kads theatre down to Barber Street (most of which is already being used for markets and associated entertainment). All to provide a suitably larger site for the weekend markets, (that are by far the major attractions to both local residents and, in the case of the Artisan Markets - to regional visitors). This will also provide in that area several new smaller 'pop-up' spaces for more intimate events at other times. (Minor Planting along the boundary to Nestorbrae Lane to screen the rear service areas of Haynes St. premises; and along the southern boundary



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opposite would provide sensible visual containment to this area that already has several different attractive small and more intimate spatially defined tiered areas.

- b.) A larger multi-use public assembly space for larger pop-up musical performances and arts exhibitions.
- c.) Safe and convenient access, for people of all ages and physical capabilities (a major complaint) subject to reconfiguration of the steps that are too steep on the area to Barber street.
- d.) All to be available for both day-time and evening use.
- e.) Be responsive to the future economic viability of immediately surrounding and adjacent retail businesses in the Central 'strip'.
- f.) Together providing overall physically attractive and resilient multi-use flexible spaces for year round use.
- g.) Must be configured to require minimal maintenance by the Local Authority.

#### **9.) Current conditions and practical limitations.-**

Apart from the privately owned covered corridor providing access to retail spaces along the eastern side; all of the existing space within the precinct has a poorly maintained-mainly irregular brick paved surface with numerous randomly placed sudden and **seriously dangerous** changes of level and other obstacles such as low walls and kerbing, some very close to shop entrances.

One useful prominent feature however (so far ignored in the brief) (See **10 (a)** above is many very large healthy mature shade-trees both within the precinct 'strip' space and the associated range of smaller spaces alongside and behind the KADS theatre down to Barber Street that is also currently used for the weekend markets.

#### **10.)Most importantly-**

Reconsider and **exclude** from the project cost; the large space at the southern end of the precinct (that importantly **includes 30 parking bays**) facing the large derelict building (Lot 14, No.12 Mead Street). This is primarily on two sides the functioning heavy-vehicle Supplies Service loading bay, plus static sea Containers, refuse Bins for the markets and Large Skips Storage area for all units in the Kalamunda Central Shopping Centre other than Coles. (\*see attached photos) That is also the main in-coming assembly point for demountable market stall structures (and is **obviously not appropriate** for use as a (high- maintenance) domestic scale garden as illustrated in the recent suggested Central Mall upgrade (see 'Visualisation A' Garden at Mead Street Entry).

NOTE: The Kalamunda Town Centre is already short of convenient Parking space- this loss of 30 bays here, to be replaced by domestic scale low-level planting beds defies logical explanation !

#### **11.) Wasteful 'clutter'.**

Otherwise this first **proposed Upgrade** design introduces very few useful features; but many



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*small superimposed tall structures and up to 50 extra small trees randomly spaced, and many of them associated with other low planting. - Such obstacles would not only restrict the use of the overall precinct space for what are by far its most proven attractions (that also draw in custom for remaining surrounding retailers - the **weekend markets!**) also those have no useful purpose where located directly in front of retail premises e.g Lot 501.*

*Tree planting for eventual shade is normally useful anywhere, but the proposed location of 20 new trees, (plus more low level planting between Haynes Street and Little Kal café) will in practical terms substantially delay the project e.g. in front of operating businesses (Lot 501); since they will obstruct re-paving until seasonally appropriate planting-time. Also excavation for planting may well encounter rock. (Note also regular watering of newly planted trees is essential for at least 2 years after planting.)*

#### **12.) There is also absolutely no proven case to open this precinct to through-traffic.-**

That would obviously introduce increased risk for pedestrian users. However, the surface already has a strengthened substrate, since many small vans can be observed using it to bring in demountable structures and goods for sale on market days. Re-paving should allow for that with no need to define an internal through-traffic route with other associated superfluous features.

#### **13.) Alternative proposals likely to respond to local functional user-analysis - In principle -**

**a)** As explained in **10 (a.)** above -Include the whole area between the KADs Theatre down to Barber Street as part of the re-planned and re-surfaced precinct

**b)** Retain all the existing mature shade trees throughout both sections.

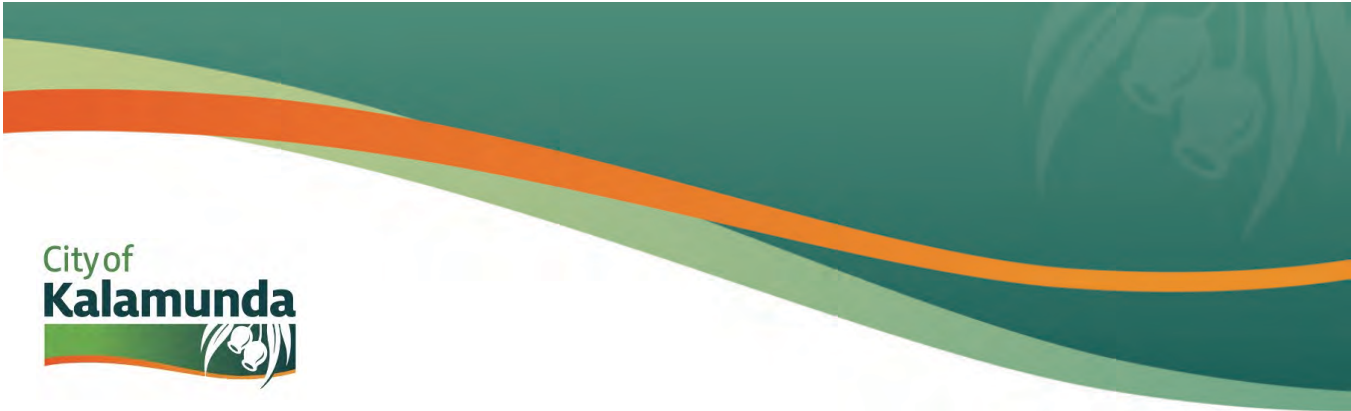
**c)** Removal of all central street lighting poles and low brick walls in the central 'strip'.

**d)** Re-pave the existing surface of both areas ( without kerbs in the central 'strip' from the Little Kal Café through to Haynes Street. But no short-term vehicle parking beyond the existing bollards; except on pre-market times for goods delivery and demountable assembly purposes, also allowing occasional bulky supplies to internal retailer outlets.

**e)** Extensive combined use of triangular shade-sails in alternate slightly overlapping angles in the larger open spaces between the mature shade-trees, plus suspended fully transverse cross-over cable catenary lighting chains, all at a minimum height of 3 metres above paving level; suspended from side to side of the Central 'strip', leaving the paved area largely free from other superfluous fixed obstructions. (Vital for future Markets use). Catenary lighting also used, more 'informally', in the area down to Barber Street.

**f)** Minimal other fixed street furniture, (except in the multiple small areas down to Barber Street some of which could have 'picnic benches'), but allow for easily relocatable purpose-designed distinctive quadrant or semi-circular fan-style, sturdy but easily stackable moveable seating, (fixed only close to the base of the existing trees.) Waste bins, to be placed peripherally and away from retail premises.





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**g)** Surface drainage channels to be linear, flush with paving, and with covering perforations small enough not to visibly expose leaves and minor rubbish to view.

**h)** A small creative natural adventure play area (supervised on market days) with soft surface underlay for young children, located adjacent to the small Dramatic Society (KADS) theatre, including the area that currently has a rather crude wooden horse and cart (**Not** high maintenance 'lawn' as suggested!)

**j)** A practical network of under-paving tubular conduit electricity cabling with weatherproof practically located plug-in stations around the periphery of the central strip (to avoid the unsightly clutter of cables currently draped around the area on market days.)

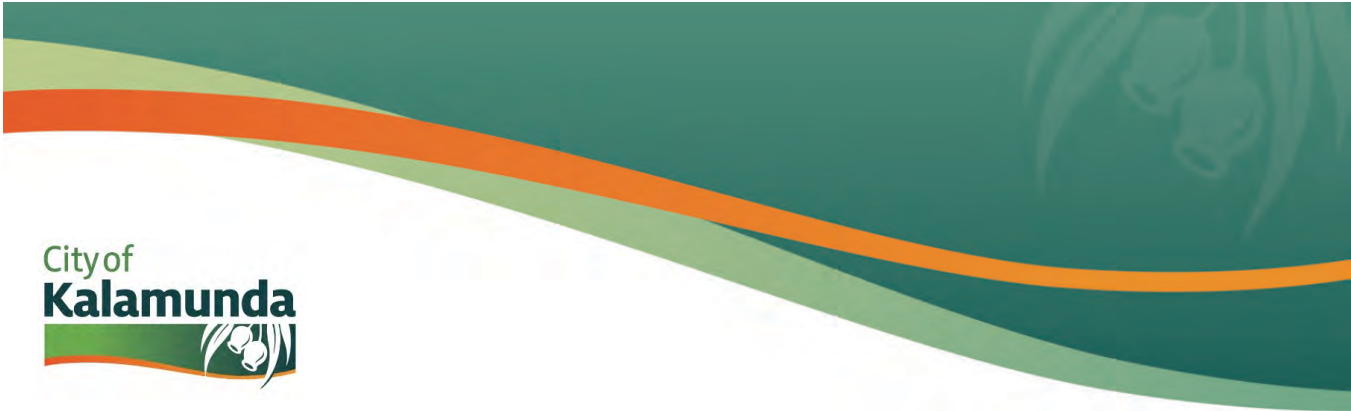
**k)** Since closing the existing Central Precinct strip altogether for several months as suggested, will certainly result in **permanent closure** of some retail businesses; re-paving must be done very quickly on a phased, smaller area basis, still allowing some pedestrian access and possibly very short term part-area market usage.

**l)** The SCA property owners of Kalamunda Central Shopping Centre should be persuaded to provide a two-way escalator instead of steps to descend, to facilitate access by older residents who are by far the majority of day-time users of various retail facilities.

*P.S. ['Catenary' lighting may be unfamiliar to some local people. Catenary involves high tensile stainless steel wire hung and supported at its ends together with thin electrical cabling and fibre optics or small globes. Used as a form of overhead lighting it creates an overall soft peaceful ambient lighting effect quite different to conventional Street lighting and does not need supporting poles except where buildings do not exist at either side, (as they do in this Central precinct strip ). The external part of Floreat Forum has a similar but smaller use of this system, also in part with shade sails in a visually attractive assembly.]*

.....  
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**\*Referenced images following over page**



**Community Submissions**

Image 1



Image 2

